Weather
Probably showers. The maximum temperature yesterday was 82.4 and the minimum 55.8, the figures for the corresponding day last year being 52.6 and 45.8.

The China Press
大陸報

The Mail Box
MAILS for America-Europe, Str. Emp. of Japan, Mar. 25.
FOR Europe and way ports, Str. Kashmir, Mar. 21.
FROM America and Europe, Str. Emp. of Russia, Mar. 26.
FROM Europe and way ports, Str. Dunera, Apr. 2.

NO. 2950 VOL IX. Registered at the Chinese P. O. for transmission "with special marks privileges on China" 辛酉年二月十一日 SHANGHAI, SUNDAY, MARCH 20, 1921 大正四年 第三種郵便物認可 20 CENTS

EAST AND WEST MEET IN POISON MYSTERY HERE

Examination Of Body Buried 18 Months Follows Filing Of Murder Charge

REMARKABLY PRESERVED

Bears Out Superstition Among Chinese; Arrest Made Yesterday

Chang Shen-sung, alleged to have murdered his father, Chang Ka-yung, 13 months ago, in San Ling Tang, Pootung, and his wife and two children were arrested on Yuen Fong Road yesterday after his place of residence was disclosed by his alleged accomplice, Chao An-cheng, before the Nantao Procurate.

The local Chinese press has been devoting a large amount of space to the case which is attracting nation-wide interest because of the unusual circumstances under which Chang Ka-yung was said to have met his death. The Procuraters in Nantao, in view of the importance of the case, have been conducting an inquest for the last two days in the native city—after the body had been buried for 13 months.

The body was exhumed Friday morning and was found to be remarkably well preserved, thus bearing out an interesting Chinese superstition that bodies which later may be exhumed will not decay after burial. The Chinese maintain that when a person dies an un-natural death, the body will not decay as the death came unjustly and before the time set by fate.

The post-mortem examination was started immediately and here the East and West are clashing. Chinese doctors educated in Western countries insisted that the digestive organs be sent to a laboratory for diagnosis. The Chinese-educated doctors want to examine the bones, since Chinese medical men centuries ago determined that death by poison can be detected by examination of the bones, upon which black spots will appear after steaming and application of alcohol.

The doctors—those trained in the West and those who received their education in China—for two days have worked side by side conducting the post-mortem examination in an open plot in the Chinese City. Bamboo rails keep interested crowds away and thousands line the rails from 9 o'clock in the morning until 5 o'clock in the afternoon while the doctors are at work.

The Nantao Procurate has taken every precaution to guard the spot at night and when the doctors finish their work soldiers, with fixed bayonets, take charge.

Complaint in the case was made by one Chu Chao-sung, said to be a relative of the deceased. The complainant alleges that the deceased was poisoned by his own son who plotted with a doctor named Chu Chien-chen, who, he charges, actually administered the poison. As soon as the complaint was filed, the accused son left the jurisdiction of the Nantao Procurate with his family.

The Court held both the complainant and the doctor but it was not until yesterday that the principal accused was apprehended.

LIVING COSTS IN ENGLAND RECEDE

Ten Point Decline Shown During February, Government Figures Show

(Reuter's Service)

London, March 18.—Today's issue of the Labor Gazette affords some interesting facts in connection with the changing conditions of living. It shows that the index figure of the cost of living fell ten points between February 1 and March 1, the decline being chiefly in regard to food and clothing, but it is still 141 per-cent above the figure for July, 1914.

The number of registered unemployed increased by 60,523 between March 4 and March 11. The railwaymen will automatically lose five shillings weekly under the sliding scale, owing to the fall in the cost of living.

Two Million Dollar Hotel For Hongkong

(Reuter's Pacific Service)

Hongkong, March 19.—The proprietors of the Hongkong Hotel are planning to erect an hotel at Kowloon, costing $2,000,000 and capable of accommodating 500 guests.

Ex-Democratic Chairman Critically Ill

William F. McCombs

WILLIAM F. McCombs, former chairman of the Democratic National Committee, who has been seriously ill at his home in New York for several weeks, is not expected to recover. Mr. McCombs is a sufferer from heart trouble.

U.S. TROOPS TAKE PART IN PARADE OF IRISH LEAGUE

President Harding Approves Action Of Army And Navy Officers

EVACUATION DAY EVENT

Withdrawal Of British Troops From Boston In 1776 Is Celebrated

(U. S. Navy Radio through Reuter)

Washington, March 19.—President Harding has formally approved the action of the American army and navy officers who permitted troops to take part in the Evacuation Day parade at Boston on March 17. The League of Irish Freedom was in charge of the celebration. President Harding's decision came after a conference with Charles Evans Hughes, Secretary of State, and John W. Weeks, Secretary of War.

Boston each year commemorates the withdrawal of General Howe's troops following the fortification of Dorchester Heights by Washington. The evacuation of the British troops took place on March 17, 1776.

REPORT UNGERN MOVING AGAINST VERKHNE UDINSK

(Reuter's Pacific Service)

Peking, March 19.—It is semi-officially reported from Harbin that Baron Ungern, after joining up with Ataman Annenkoff's Cossacks from Sinkiang, has captured Kiakhta and is pushing on against Verkhne Udinsk. These reports are not credited in Peking, as the telegraph authorities have received no intimation from Kiakhta of any military operations there, and it is thought most improbable that Baron Ungern would send an expedition southwards against Ude simultaneously with his own movement northwards.

Foreigners who have recently met Baron Ungern, however, are quite convinced that he is not normal mentally, and that he is liable to undertake the most irrational measures. They cite his indiscriminate slaughter of inoffensive Jewish men, women and children at Urga and his feverish pursuit of those who escaped, as one of many phases of Baron Ungern's maniacal policy.

Taking everything into consideration, however, officials at Peking believe that Baron Ungern is still at Urga.

Krupps Underbid British & American Firms, Get Contract

(Reuter's Service)

Buenos Aires, March 18.—In competition with British and American firms, who quoted 70 and 118 pesos per wheel, respectively, Krupps have secured a contract for the supply of 10,000 steel wheels to the Argentine State Railways. Krupps' price was 49 pesos.

EXTEND DRIVE FOR FAMINE AID TO END OF MONTH

Contributions So Slow Committee Decides To Prolong Campaign

SURTAX IS BLAMED

Hope For Early Adjustment; Tag Day Is Big Success

Shanghai has fallen down on the Famine Drive.

According to the orginal program the drive should have ended with the tag day of yesterday, but contributions to date are far short of the goal set and at a meeting of the Drive Committee last night it was decided to extend the campaign to the end of the month.

The failure to secure the amount expected in the time originally allotted does not in any way reflect upon the drive organisation, which has worked strenuously, nor upon the student activities of yesterday—for the tag day was hailed last night as a signal success.

SURTAX IS BLAMED

The principal reason that contributions have fallen short of the mark is the controversy over the assessment of the likin surtax. Because of the Peking attitude on the surtax matter the merchant class has been holding off, declining to make contributions to the famine fund until something further is done in the matter.

It is now believed by famine relief workers, however, that the likin question will be settled within the next few days, and it is expected that it will be adjusted in a manner satisfactory to the taxpaying community for a special representative of the government has arrived for conference with local organisations.

To negotiate with the local merchants in the matter of the surtax as it affects Shanghai a conference will be held at the office of the City Magistrate, Mr. Shen Pao-chang at noon today when the chairmen and vice-chairmen of the two Chinese Chambers of Commerce of Shanghai will meet the deputy of the Ministry of Finance and the Ministry of Interior, Mr. Loh Yung.

In addition to this reason for extending the time of the drive it is stated that the soliciting teams have not yet had opportunity to cover the whole city thoroughly. It will take at least another week to make the complete canvass.

THOUSANDS ARE TAGGED

More than four thousand students and boy scouts busied themselves yesterday at tagging famine fund contributors and there was a mighty clinking of coins into their bamboo banks throughout the Settlement and its environs as thousands of the circular badges were distributed.

No estimate on the amount secured by the tag day effort could be made last night but the officials expressed themselves as thoroughly satisfied with the day's work. The banks and tin containers were collected last night at the various zone headquarters and were removed to the vaults of the Bank of China. The money will be counted today by a corps of accountants and an announcement will be made tomorrow of the fund raised in this manner.

POOR READIEST GIVERS

There were appealing incidents enough in the tag day activities, the first ever attempted on such a scale in Shanghai, to fill a couple of entertaining volumes. Donations came from all classes and races, but it was one of the most impressive facts recorded that the quickest response came from the poorer people.

One of the Y. M. C. A. inspectors who patrolled the Nanking Road reported an instance of a coolie, employed by a gold shop, who was already wearing a tag, but who slipped a silver dollar into the bank of one of the students unsolicited.

Near the Chinese Post Office on Peking Road yesterday morning a group of riesha coolies were awaiting fares when the taggers came on duty at 8:30 o'clock. One of them, after ascertaining the purpose for which the students were soliciting, produced a 20-cent piece—representing probably the biggest share of his day's profit—and dropped it into the bamboo container. The other coolies immediately followed their fellow's example, each giving 20 cents.

GIRLS BEST WORKERS

The supervisors of the tagging operations stated last night that the girl students proved much more conscientious and effective workers than the boys, and gathered many more coins. Foreigners, the inspectors say, were more

(Continued on Page 4)

Absolute Zero In Ways Of Cashing In

(Reuter's Service)

Reno, Nevada, March 17.—The Lethal Gas Executions Bill, which has been passed by the State Senate, provides that the prisoner shall without his knowledge be placed in a cell which is really a lethal chamber and gassed while sleeping.

TWO U.S. SOLDIERS KILLED IN FIGHT ON MEXICAN LINE

Miniature Battle Follows Attempt To Prevent Bootlegging

(Reuter's Pacific Service)

El Paso, Texas, March 18.—Prolonged fighting, in which over a hundred United States immigration inspectors and troops took part, followed an attempt by a number of Mexicans to force a passage of the Rio Grande, and their refusal to surrender when summoned. Two soldiers were killed and a number of the Mexicans became casualties.

The Mexicans' movements are attributed to liquor smuggling. Apparently they had strong forces concentrated in some bushes and these replied to the inspectors' warning shots with volleys, whereupon the inspectors summoned the military by telephone. The firing is still continuing.

SUFFERERS MAKE RELIEF HARD FOR PLAGUE DOCTORS

Resist Isolation And Removal With Guns And Knives; Figures for Week

(Reuter's Pacific Service)

Harbin, March 16.—The past week has been very critical for the anti-plague staff, for the concentrated suspicion and prejudice against the policy of removal of the sick to hospital and isolation of contacts, coupled with the restriction of railway traffic, has resulted in numerous rumors to discredit the work.

Doctors were on several occasions faced with revolvers and knives in the course of their duty. At Asheho a mob of 60 visited the isolation station, set free the two contacts confined there and chased the doctor in charge.

To counteract some of the evil influence at work during this time of trouble a daily vernacular paper has been started, giving the reasons for the apparently severe anti-plague measures, publishing news of the progress of the plague, and incidentally mentioning the fact that the same heads who were in charge of the anti-cholera measures in the summer of 1919, when 85 percent of the patients were cured, are now superintending the anti-plague measures; and also the fact that in 1911, when Fudiadzen had a population of 22,000, over 6,000, or one-third of the total, fell victims to the scourge, while this time with a population of 160,000 only 500 have died.

The following are the mortality figures for the principal areas (March 1 to March 11):

Manchouli (including 84 Russians and 1 Japanese)	169
Jalainor (including 4 Russians)	60
Puluel City	226
Harbin district	274
Asheho	8
Total	737

CLARA HAMMEN IS AQUITTED ON MURDER CHARGE

(U. S. Navy Radio through Reuter)

Ardmore, Okla, March 18.—Clara Smith Hammon has been acquitted on the charge of murdering Mr. Jack L. Hammen, oil operator and Republican National Committeman, on November 21, after living with him as his wife for the past eight or nine years.

Readers of THE CHINA PRESS will recall that Clara Smith Hammen escaped after shooting Hammen. She fled to Mexico and surrendered by arrangement in El Paso, at the home of her father and mother. Her flight across Texas in a motor car was the sensation of the time, and the diary of her life with Hammen, which was obtained by a Chicago newspaper, attracted national attention.

RUSSIAN SOVIET AND AFGHANISTAN SIGN NEW TREATY

Pact Practically Makes Small Country Subsidiary Of Bolsheviks

BRITAIN IS INTERESTED

One Clause Forbids Military Or Political Pacts With Third Power

(Reuter's Service)

London, March 18.—According to the Reval correspondent of the Manchester Guardian, a treaty was recently signed between the Russian Soviet Government and Afghanistan. While recognising the complete independence of Afghanistan, this treaty practically turns the Afghan Government into an institution subsidised by Russia. The Afghan Government is given an annual allowance of a million roubles in gold or silver.

The most important clause, so far as Great Britain is concerned, is one that binds the contracting parties not to enter into any military or political agreement with a third Power which would be detrimental to one of the contracting parties.

(Reuter's Pacific Service)

Harbin, March 16.—The news of anti-Soviet risings in Russia and Siberia is the topic of the day here. Although the Red press continues to deny their authenticity, reports of the rebellion are continuing to pour in and are creating a great sensation. It is believed, however, that many of these reports are largely exaggerated, and that the risings in Siberia are of a local character, by no means assuming the proportions of a large and well-organised movement. Hitherto the Reds have succeeded in quelling most of these outbursts.

The prevailing opinion here is that the situation in Siberia entirely depends upon the development of events in Russia. If the Revolutionaries are successful, then it is thought a general movement may begin all over the country, but according to the local view, there are no reasons to expect a strong independent anti-Soviet movement to begin in Siberia.

It is reported from Chita that the Constituent Assembly is contemplating the issuing of a manifesto to the population, explaining the political situation and defining its policy. Sub-Committees of the Assembly are discussing new constitutional laws which the Assembly expects to promulgate in the near future.

PAPERS OF RUSS CAPTIVES SHOW PLOTTING HERE

Reactionaries Plan with Japanese To Reconquer Siberia And Russia

Peking, March 19.—Chinese Government officials have informed the foreign legations in Peking that investigation of the documents belonging to 11 Russian reactionary officers, who were arrested in Peking last week, proves conclusively that the Semenoff-Ungern party is operating in Peking, Shanghai and Manchuria and is developing plans to reconquer Siberia and later Russia from the bases of the Ussuri Province in Outer Mongolia.

These captured documents further show that the Russian reactionaries are working with official Japanese knowledge and unofficial Japanese co-operation.

The Ministry of Foreign Affairs states that the documents fully justify the arrest and detention of the eleven men. Steps are being taken, it says, to round up further plotters.

Baron Ungern, interviewed by foreigners in Urga in February, stated that his November operation against Urga was made with the knowledge and co-operation of the Japanese military and other residents in Urga. He further stated that he was surprised and disappointed on commencing his movement in February to find that the Japanese had left the city.

MILLER TO REPLACE MORRIS IN JAPAN?

(U. S. Navy Radio through Reuter)

Washington, March 18.—Mr. R. S. Miller, American Consul-General at Seoul, is understood to be among those whom the President has under consideration in connection with the appointment of an Ambassador to Japan, to succeed the present Ambassador, Mr. Roland S. Morris.

Prince Of Wales In Hunting Togs

THE Prince of Wales chatting with Joe Johnson, famed one-legged runner, while waiting for the start at the meet of the Gottesmore Hounds, a Stapleton Hall, England. The Prince was the guest of Lord Lonsdale Johnson and followed the hounds on one foot for more than fifty yards.

Easter Visitors Who Plan Trip To Hangchow Should Seek Accommodations Soon

(Staff Correspondence)

Hangchow, March 18.—Shanghai visitors planning to spend the Easter week-end in Hangchow should book their accommodations early. Hangchow is an increasingly popular Mecca for tourists and pilgrims and both tourists and pilgrims are particularly partial to the charms of Hangchow at this season. Visitors coming to Hangchow without previously making reservations in the hotel are likely to find themselves stranded at Easter time on their arrival in the city. The Chekiang First Commercial School has just celebrated its tenth anniversary. A well rounded and well arranged exhibit showed the activities of the school in its several departments. Since its inception the school has sent out 238 graduates. Of these 63 are reported as working in banks, 46 in foreign firms, 32 as teachers, 23 in insurance companies, 15 in old style Chinese firms, 11 in government service, while 19 are reported as having gone abroad for advanced study. The remainder are unaccounted for. When the school began its work, say the faculty, it was almost impossible to find openings for the graduates of the school.

The situation has greatly improved since then, due largely to the way in which graduates of the school have made good; there is now beginning to appear a demand for the students as soon as they graduate.

April 3 has been set as Tag Day for the famine relief campaign in Hangchow. A joint committee representing the Provincial Educational Society, the Y. M. C. A., and the Y. W. C. A. is heading up the organisation. Both boys schools and girls schools will participate in the drive for funds. The funds thus collected will be in addition to the nearly $4,000 raised under Christian auspices, the $40,000 pledged by the officials and merchants, and the contributions made by the British, American, and Japanese communities respectively.

The C. M. S. Hospital is rejoicing in the acquisition of sorely needed reenforcements. A little over a year ago Dr. Main, the veteran head of this large and ramified institution was holding the situation singlehanded so far as foreign doctors were concerned. A little later he was joined by Dr. Dansy Smith and last fall they were reenforced by the arrival of Dr. S. L. Lasell. During the past few days Dr. C F. Strange after an absence of six years spent in war and post-war service has returned to the hospital, and today Dr. W. B Watson, erstwhile of Japan, arrives to join the medical staff.

The eighth annual membership campaign of the Y.M.C.A here is in progress. One hundred and seventy-six workers are taking part in the campaign. These are divided into eight teams working under the following captains: Chief of the Provincial Constabulary Hsia Din-he, Mr. Wu Kyin-san, chief secretary to the Civil Governor. Mr. Hsu Chien-fu, president of the Provincial Educational Society, Mr. Zun Sin-beh, president of the Bar Association, Mr Huang 'Ao-tsun, Chinese Deputy Commissioner of Post Offices Mr. K. W. Chu, Engineer on the S. H. N. Railway, Mr. Tsang Hsoh-zen of the Wei Fong Bank, and Mr. Wu Zwen-ich, leading gentryman of the northern suburb of the city. The goal of the campaign is 1,600 members of whom 1,361 were enlisted at the close of the second week. The campaign will close on March 23.

California Plans To Restrict Spread Of Foreign Tongues

(U. S. Navy Radio through Reuter)

Sacramento, Cal., March 18.—The State Assembly has adopted, by a vote of fifty-two to two, a bill to limit the activities of foreign language schools in California to "not more than one hour daily." The bill is said to be aimed directly at the Japanese language schools, of which there are forty-seven in California.

Kansas Man Given Place In Cabinet

(U. S. Navy Radio through Reuter)

Washington, March 18.—Mr. Edward C. Finney, of Kansas, has been appointed First Assistant Secretary of the Interior.

Japanese Planning Junkets To China And United States

(Reuter's Pacific Service)

Tokio, March 19.—Two parties of members of the Diet are to visit China and America this summer, probably leaving in June and July. The members to be included will be selected after a joint conference of the various political parties.

Blame Sinn Feiners For London Fires

(Reuter's Service)

London, March 18.—Seven fires simultaneously occurred at farms in Surrey, on the outskirts of London today. Large and valuable stacks were burned.

The outbreak is attributed to Sinn Fein incendiarism.

ALLIES LOOK FOR FURTHER PROPOSALS FROM BERLIN

Austen Chamberlain Predicts Overtures During Debate In Commons

DIVISION PUZZLE

Only Portugal Has Expressed A Determination To Adopt Same Policy

(U. S. Naval Radio)

Dusseldorf, March 19.—The area of Allied occupation has today been extended from Duisberg to stations within two and one-half miles of Essen. Conditions here are quiet.

(Reuter's Service)

London, March 18.—During the debate in the House of Commons on the Reparations Recovery Bill, Mr. Hogge (Liberal, East Edinburgh) moved an amendment providing that no payment should be made until similar legislation had been passed by France, Italy and Belgium. He asked what replies had been received from the Allies in regard to this penalty.

Mr. Austen Chamberlain, replying, said that up to the present only Portugal had replied, stating that she intended to enforce a policy similar to that of Great Britain. It was however too soon to expect a reply from the other countries in regard to such an important matter.

Mr. Chamberlain emphasised that the bill might operate as a penalty or as a means of collecting the reparation, according to the action of the German Government. He expressed the opinion that if was not improbable that we should soon find the bill acting in the latter way.

He thought the British market so important to Germany that, even if Great Britain stood alone, it would not be an ineffective penalty if Germany were excluded from the British market until our demands were satisfied.

DISCUSSES BRIAND VIEW

Referring to the speech of M. Briand stating that the proceeds of the bill should be pooled for proportionate distribution among the Allies, and the statement of Mr. Lloyd George that Great Britain ought to be allowed to apply the receipts under the bill to the liquidation of her own claim and that the disposal of any surplus should be discussed among the Allies, Mr. Chamberlain admitted that M. Briand's statement, if accurately reported, did represent a certain difference of view.

He pointed out that the bill did not specify what would happen after the receipts had been paid into the Bank of England. He begged the House not to tie the Government's hands at a time when there was an infinite variety of contingencies that could not be foreseen but to leave the Government to discuss with the Allies when the facts became known—"and very probably when Germany has made proposals to us"—the allocation of any surplus after the British claim in any one year had been met.

The amendment was rejected by 204 votes to 39.

Mr. Clynes (Labor Manchester) moved the rejection of the bill on the ground that it did not represent common policy on the part of the Allies and that it would injure British trade and increase unemployment, while not sufficient effort had been made to secure a settlement by agreement.

The Attorney-General Sir Gordon Hewart in reply justified the sanctions, and said that it would be wrong to assume that the negotiations with Germany were at an end. If Germany at any moment were prepared to make a reasonable offer, the Allies would be willing to resume negotiations.

The bill was then read for the third time by 132 votes to 15.

FRANCE VOTES CONFIDENCE

Paris, March 18.—The debate in the Chamber on the London conferences closed today with a strong vote of confidence in the Government. M. Andre Lefevre, former Minister of War, delivered a speech in which he pointed out that with the German people nothing counted except its own advantage and that in dealing with a country like Germany they should not believe she had disarmed because she had destroyed her guns and rifles the manufacturing plant still remained. The speaker extolled the permanent

establishment of Allied control and the prohibition to Germany to manufacture guns.

M. Briand, who followed, recalled that in London the French Government had strengthened the unity among the Allies which had already been assured in Paris. Speaking of the application of the sanctions, the Premier refuted the German claim that Germany was not in a position to carry out her obligations before May 19.

M. Briand emphasised that he had shown without difficulty that the Germans had violated the treaty of Versailles in regard to the punishment of war-criminals, disarmament, deliveries of coal and the indemnity, and that they could therefore have recourse to the sanctions.

The Treaty of Versailles provided for them, in fact, and moreover, there were sanctions which were outside the scope of the treaty—those of equity. M. Briand pointed out that, now that unity had been achieved among the Allies, the Reparations Commission could achieve definite results. The Commissions recent note to Germany, he said, was a corollary of the Treaty of Versailles.

In conclusion, M. Briand asserted that he had no intention of shelving his own responsibility on to the shoulders of Parliament.

After further speeches the Chamber, as already telegraphed by Reuter, adopted by 491 votes to 66 the motion of MM. Renard and Arago, "approving the Government's declarations, and expressing the Chamber's confidence in the Government to carry out, in agreement with all the Allies, the application of effective sanctions with a view to obtaining positive results commensurate with France's rights, whether as regards disarmament, reparations, or punishment of war-criminals."

(French Wireless through Reuter)

Berlin, March 18.—Die Rote Fahne publishes an appeal to the German workers, stating that since the Escherich organisation will not allow itself to be disarmed and the German "bourgeoisie" will not surrender the arms they possess, the German worker should seize the arms wherever he can find them.

Berlin, March 18.—In Thursday's sitting of the Reichstag, the Majority Socialist, Herr Bernstein, declared that, with regard to the responsibility for the war, it was undeniable that the German Imperial Government had provoked it. With regard to reparations, Herr Bernstein said that Germany ought to carry out the treaty of Versailles.

Paris, March 18.—The Chamber today approved the agreement of August 3 last, between France and Austria, regarding the modification of the application of the economic clauses of the Treaty.

(Reuter's Service)

Berlin, March 18.—In order to evade the commercial sanctions imposed by the Allies, a large section of Germans are canvassing the possibility of finding alternative markets in Russia.

Following upon the announcement of the conclusion of the Krassin-Horne agreement, a semi-official message states that a Russo-German protocol for the purpose of facilitating free economic intercourse was signed at Warsaw on February 18, and is now being examined in Berlin by the Government Departments concerned.

The Central Committee of the German wholesale traders' organisation has passed a resolution urging merchants to refrain from purchasing goods in the countries concerned in the imposition of the sanctions.

London, March 19.—There are prospects of fierce collisions between Poles and Germans during the plebiscite in Upper Silesia tomorrow, to determine the future nationality of that territory, which covers an area of 15,000 square miles and has a population of 2,500,000 souls.

Both sides are conducting a violent last moment propaganda. The German organisation is the last word in efficiency. Trains will bring up 200,000 outvoters from all parts, for example, 300 nuns from a convent at Vienna.

Both nations contend that their economic future depends on securing this rich territory. Allied troops have been widely distributed to supervise the plebiscite and maintain peace.

It is impossible to foretell what the result of the poll will be.

Berlin, March 18.—A telegram from Mullheim-on-Ruhr states that French and Belgian troops have occupied the western quarter of the town, as well as Spoldorf railway-station.

A Duisburg despatch announces that the Allies have occupied the railway-station at Oberhausen and locks of the Emscher Canal, in the vicinity.

Correspondence

Business Situation in Foochow

Editor, THE CHINA PRESS

Sir,—In your March 11th issue there is published a letter from "Honyang," referring to my letter to you in regard to Foochow and dealing with the business situation in this port.

It is not my intention to enter into a discussion relative to the business situation at Foochow, but I would like to point out that, with reference to the statement made by "Honyang" that "there are seven or eight (sawmills) in Foochow—but all are Chinese owned and managed," there are eight sawmills at Foochow. Of these eight, the largest is owned and operated by the China Import and Export Lumber Co., Ltd, British, the next largest, the Chieng Hing Sawmill Co., is controlled and operated by Japanese interests, the I-Chang Sheng sawmill is owned and operated by Japanese, and the Ho Sheng Kee sawmill, formerly the Germania Sawmill, is considered by many to be nominally but not actually owned by Chinese. The other four mills are very small and controlled by Chinese interests. Even one of these is largely financed by a foreign firm with whom the mill has a contract for the delivery to the foreign firm of certain finished products.

Within the last two years four new foreign firms have been established here. The one to which it is believed "Honyang" refers as having had its godown sealed by a bank is a branch of a strong concern having many branches in the Far East and this firm is reported to be in a position to come to the aid of any branch that might suffer temporary embarrassment. The Foochow branch of this firm is still doing business here.

Very respectfully yours,
G. C. HANSON,
American Consul.

Foochow, March 14, 1921.

JAPAN'S PRINCE

(French Wireless through Reuter)

Singapore, March 19, 1 p.m.—The Crown Prince of Japan has not yet landed, and it is impossible to ascertain if he proposes to land. Crowds waited at the landing-place all day yesterday and again this morning in the expectation of seeing the Prince.

His Imperial Highness has received local dignitaries on board the Katori.

Somebody once wrote one of those tales with a moral about a trustful circus elephant which was fed a large chew of plug tobacco by a practical joker. Many, many years later, according to the chronicle, the circus again came to town and the joker, who had in the meantime accumulated a luxuriant hedge of whiskers and other disfigurements, thrilled to the siren yelp of the steam calliope and bought a first class ticket. As the doddering relic hobbled past the space where the elephants were parked one of the herd gave a gleeful gurgle of recognition, reached out a couple of yards of trunk and yanked its onetime tormentor violently into Kingdom Come.

For non-corroding memory, perceptiveness and a non-stop policy of vengeance the pachyderm of the story had nothing on Wong Shih-hua, who operates a cigarette refectory on Broadway.

A long time ago a gentleman of prepossessing aspect stepped up to the shop, eased a dollar onto the counter and asked to be served with a packet of the Si Mung Ba brand of lung wreckers. In deference to his patron's obvious gentility Wong chucked the dollar into the till without the usual preliminary test, shelled out a handful of small change and the cigarettes and bowed his customer affably away. Being by nature a cautious soul, however, the shopkeeper immediately thereafter extracted the dollar from the cash drawer, and discovered it to be composed mainly of brass.

Time galloped on and the incident receded, as seems to be the custom, farther and farther into the past. But Wong kept the tin dollar isolated in a corner of the register and shroffed the incoming currency with lynx-like efficiency.

Several days ago, while Wong was bending above his accounts, he became aware of a suave voice making application for a package of Si Mung Ba. Almost without looking up the shopkeeper slid round the corner of the counter and a second or so later he and Dzung Yui-sung were hurdling traffic along Broadway, Yui not even pausing to pick up the 20-cent piece he had proffered for the cigarettes. The memory of his wrongs gave Wong speed and he overhauled the fugitive after a brisk sprint and retrieved him triumphantly to the shop, where an assistant had just diagnosed the 20-cent piece as spurious. This coin and the dollar and Yui were turned over to the police and the latter who entered no denial, but stated that he bought the coins at bargain rates from a lady in Frenchtown, is now an established resident of the Municipal apartments in Ward Road and has a year's lease on his quarters.

THE SELECTIVE BURGLAR

Voong Kyung-sung, who avows that before the high cost of commodities forced him out of business he was an honest hawker of sundry wares, was before the Court yesterday. Voong was arrested on one lone count but subsequently he became garrulous and told the police of further misdeeds and there were eleven complainants in the courtroom to press for vengeance when the case was called.

Voong pillaged with a various but withal a conservative, hand, seldom abstracting the same thing twice, but never taking more than one item from a victim. His collection included the following: a set of dominoes, a cotton bed, a brass water pipe, another bed, an ancestral tablet, a spittoon, a footwarmer, a table clock, one pair of ricsha lamps, a better clock.

Voong will be with us but not of us for another twelvemonth and will then be sent abroad.

KANG IN MUKDEN

Co-incident with the report of Chang Tso-lin's monarchical movement, Kang Yu-wei, who played an important part in the restoration in 1917, has arrived in Mukden.

American Woman's Club

The evolution of the Sonata from the age of the Renaissance to the present day will be traced in an interesting program to be given under the direction of the Musical Department of the American Woman's Club on March thirty-first at the Carlton Cafe.

Professor Harry Ore, pianist, will play four selections illustrating the history of the sonata, the interpretation of which will be explained in a paper by Miss Frances Webster Adams of the Shanghai American School. Professor Ore will long be remembered by the Shanghai public for his rendering of the Beethoven Birthday Program at the Olympic Theater last winter, including a sonata that was lost for many decades and which has had very few public performances.

The origin of the sonata is to be illustrated by a selection from the works of Domenico Scarlatti, a famous Italian musician born in 1653. While not the first of this type of music to be produced, his E Minor Sonata brings out the earlier phases of such compositions.

Next on the program is the "Moon light Sonata" of Beethoven, which, according to tradition, the composer produced spontaneously as he sat with a blind pupil in a darkened room where the summer moonlight filtered over the keys, Beethoven, who was born in 1770 and died in 1827, represents a much later phase of the Sonata's development than does the Italian master.

Though a prolific composer, Chopin wrote but two sonatas. His C. Flat Minor Sonata, Opus 35, which includes the superb Funeral March symbolising the tragic pomp of death, is another feature of the program. Chopin was born in 1809, a generation later than Beethoven.

The most modern step in the sonata's evolution will be illustrated by the closing number of the program, the F Sharp Major Sonata, Opus 30, of Alexander Scriabin, a noted Russian pianist who was born in 1871 and died in 1915.

The meeting is to be open to all members of the club and their guests, invitations to be extended to men as well as to women.

Mixed Court Jottings

Charged with theft of money and jewels to the total amount of $35,300, a broker appeared in the Mixed Court yesterday and was ordered remanded for one week, with security fixed at the amount alleged stolen. It is charged that the man, with others, snatched $5,300 in notes, three diamonds and seven pearls from a dealer who had been called to a room in the Oriental Hotel.

Two accountants were charged yesterday with complicity in the fraud perpetrated upon the Zung Chong Bank, 49 Ningpo Road, in which the sums of $69,000 and Tls. 170,000 are involved. They were remanded for a special hearing. There are several other defendants.

A chauffeur whose reckless driving on Yates Road resulted in the knocking down of a coolie was sentenced to a month's imprisonment yesterday. He had no permit to drive.

The proprietor of a teashop at 1197 Hanbury Road was fined $30 yesterday for allowing gambling to be carried on in the premises.

Dr. Furstenberg, M.D.
SPECIALIST in urinary, venereal Skin and internal diseases.
Hours 11 to 1 and 4.30 to 6.30 or by appointment.
8B Kiukiang Rd., Teleph. C. 838

Banking, Accounting and Banking Law
Like all I.C.S. Courses, this new Course in Banking SPECIALISES in the subject that it teaches. It does not generalise but is carefully arranged to carry the student step by step to a full understanding of the subject.

There Are 293 I. C. S. Courses
A few are listed below. Ask us to tell you about the kind of training that interests you.

ENGINEERING:	BUSINESS:	
Civil	Management	Architecture
Concrete	Banking	Drafting
Electrical	Stenography	Illustrating
Chemical	Bookkeeping	Navigation
Marine	Accounting	Gas Engines
Steam	Foreign Trade	Farming
Mechanical	Advertising	Plumbing
Mining	Salesmanship	Cotton Spinning
		Cartooning

International Correspondence Schools
Office 15-83 Szechuen Road, Shanghai.

Combined Resources Over $4,000,000

COMMERCIAL ACCOUNTS OUR SPECIALTY

Credits Opened and Drafts Issued
on cities in
AMERICA
ENGLAND
and on
THE CONTINENT

The American-Oriental Banking Corporation
15 Nanking Road, Shanghai.

CHINA REALTY CO., LTD.
Nanking and Kiangse Roads
REAL ESTATE — ARCHITECTS — INSURANCE

LAND FOR SALE
Suitable for Residences, Factories, Mills, Etc.

RESIDENCES FOR SALE
in the Western District and French Settlement

INSURANCE
SPRINGFIELD FIRE AND MARINE INSURANCE CO.
Fire Insurance
CHINA MUTUAL LIFE INSURANCE CO., LTD.
Fire Insurance
INSURANCE COMPANY OF NORTH AMERICA.
Marine Insurance

CHINA REALTY CO., LTD.

LOANS
We can arrange loans on approved local securities in any of the following currencies:—
Taels, Mex. Dollars, U. S. gold, Sterling.

HOUSES FOR SALE

Tls. 19,000 Modern residence, near the French Park, containing drawing room, dining room, three bedrooms, fully furnished bathrooms, kitchen and pantry, garden and tennis court, on about one and three-quarter mow of land.

Tls. 28,000 Modern residence, near the French Park, four bedrooms, tiled bathrooms, completely furnished with flush closets and septic tank, kitchen and pantry with all modern conveniences, large verandahs, garden, tennis courts, on about two mow of land.

LAND FOR SALE

7 MOW lot on Route Ferguson, near Avenue Joffre suitable for residence.

8 MOW on Ward Road suit able for factory or residence—corner lot.

15 MOW on Gordon Road near Soochow Creek suitable for factory.

40 MOW on Ward Road suitable for residence or factories—Frontage on two roads.

SHOP TO LET

On Nanking Road West of Kiangse Road with 2 good show windows—godown in rear may be had if desired.

SHARES PURCHASED AND SOLD

We purchase for clients shares in substantial companies.

We now have for sale in lots from Tls. 100.00 up

COMMON SHARES IN TAELS, MEX., and U. S. GOLD

PREFERRED SHARES IN U. S. GOLD

Full information given on application.

Raven Trust Company, Limited
15, Nanking Road, Shanghai

Combined Resources Over $4,000,000

Duc de Monaco DRY Champagne

Reid's Limited · INC ·

EXODUS OF JAPS FROM TSINGTAU STIRS COMMENT

Chinese There Look For Big Change In Shantung This Year

(Staff Correspondence)

Tsingtau, March 14.—"Why this exodus? What does it mean?" the Chinese are asking. The last two or three vessels sailing from here have carried an unusual number of Japanese who have been officially connected with the administration here. One estimate is that they have thus diminished their office force by one-third. While the papers, official organs, and so on, have at present little to say about the Shantung question, the Chinese on the street here believe they have grounds for thinking a change is impending, and that the transfer will come about September of this year. This opinion is based on strong presumptions gathered from observations covering many months.

Besides the return of so many employes, the stagnation and failure of many Japanese firms causing depression in business circles is to be noted. The building of motor roads, which may be converted into railways, is sure to lessen the value of this town as a port. Within the last year the police administration has changed from one of extreme strictness to that of great leniency. In the effort to make friends with the Chinese, some would think the leniency is harmful to the security of residents here. During the winter the police have had much difficulty to restrain thieves. A wave of unrest and insecurity came on just before the Chinese New Year.

Will September see this city on a new footing? What will it be? The Chinese say it should be under control of some international commission; China herself is unable to administer it properly.

The Denniston Players

In sharp contrast with the powerful drama "Eyes of Youth" which was presented as a matinee bill at The Lyceum yesterday the evening performance was a light, rollicking farce, "She Walked in Her Sleep." Both shows were received with the genuine appreciation they merited.

The Dennistons are making an excellent record for themselves in their present engagement in Shanghai. Always popular, the Players are being accorded a warmer welcome here than ever before. Their plays are well chosen, well acted and well staged. And in that connection it should be mentioned that the tireless efforts of Mr. Reginald Wykeham as stage director are evident in the results obtained by the actors.

Tomorrow evening the delightful farce "Stop Thief" will be presented.

Miss Florence Chapman made the most of a wonderful opportunity for character work in last night's bill and was delightful in her reading of the lines of "Mamie". Mr. Wykeham, as "John Arnold," added his full share to the mirth of the production and the "chorus work" of Messrs. Kennedy, Morgan and Howard in the third act was screamingly funny. Mr. Belbridge handled the juvenile role in an artistic manner. Miss Sidney was quite wonderful in the character role of "Mrs. Lennox." Her work and that of Miss Chapman were the real outstanding features of the production. Misses Howard, Preston and Huxley were, as always, delightful.

And it must be mentioned that Ah Chun's colloquialism on "cumshaw" drew one of the big laughs of the evening.

Wedding

Captain James Arthur Pettifer Pratt and Miss Maud Muriel Hunter were married yesterday morning at the Holy Trinity Cathedral by the Reverend Dean F. J. Symons. The bride was given away by Miss Josephine Patterson. Mr. Bowman acted as best man and Miss Firth was bridesmaid.

The church was beautifully decorated with aram lilies and greenery.

Captain Pratt is well known in the Far East. He is now a pilot and a member of the local Pilots Association. Miss Hunter is a teacher in the Shanghai Public School for Girls.

MUTT & JEFF — The Little Fellow Calls On President Elect Harding — By Bud Fisher

FOR GOODNESS SAKE, WHERE YOU BEEN FOR THE PAST TWO DAYS, JEFF?
I'VE BEEN OUT IN MARION, OHIO!
MARION, OHIO? WHAT WERE YOU DOING OUT THERE?
I WENT OUT TO SEE PRESIDENT-ELECT HARDING AND BOOST MYSELF FOR THE MINISTER TO SAMOA JOB, MUTT!
MY WORD! WHY, YOU POOR FISH, HARDING WOULDN'T EVEN SPEAK TO A SAP LIKE YOU!
THAT'S ALL YOU KNOW ABOUT IT! HE SPOKE TO ME SEVERAL TIMES!
THAT SO? WHAT DID HE SAY TO YOU?
HE TOLD ME TO STOP THROWING CIGAR ASHES ON THE PORCH!
YOU POOR SAP!
?
Fisher

News Brevities

The Literary Department of the American Woman's Club will meet Tuesday afternoon at 4:30 o'clock in the Royal Asiatic Society hall, when Miss Winifred Muir will present a paper on "Chinese Guild Halls." Following the reading of the paper the members will be taken on a trip of inspection to one of the guild halls in the city.

• • •

This evening there will be a song service at the Navy Y.M.C.A. The speaker will be Dr. J. H. Gray, Mrs. Petitt and Mrs. Cowles will sing. Mrs. B. S. Taylor will be the accompanist.

• • •

Mr. B. Torgasheff, commercial attache to the Far Eastern Republic Mission to China, is leaving this morning for Peking.

• • •

The eighth annual report of the Portuguese Ladies Benevolent Association shows that the receipts amounted to $6,801.50 while expenditure was $3,054.68 during 1920. Thirty-seven applications for aid were received and attended to. The committee expresses deep appreciation for donations from the Shanghai Race Club, the Social Charity Fund, Madame d'Oliveira, Madame Marie de Souza Machado, Mr. Savard Remedios and other friends.

• • •

Messrs. Lynn Meekins, U. S. commercial representative, Don D. Patterson, Carl Crow and A. R. Hager are paying a visit to the "model city" of Nantungchow.

• • •

Dr. F. L. Hawks Pott, President of St. John's University, will address the Sunday Service League this afternoon at 5 o'clock at the Martyr's Memorial Hall. Mr. Y. C. James Yen will give a local solo.

• • •

"Some Essential Elements Necessary to a Conqueror in the Battle of Life" will be the subject of an address to be delivered by Mr. V. P. Ting before the Nantao Christian Institute this afternoon at 4 o'clock. Mr. James Gryars will preside.

• • •

Mr. J. H. Geldart, religious work secretary of the Y.M.C.A., will speak on "A Man's Face" tonight at 7:30 o'clock at the Nantao Christian Institute.

• • •

The annual meeting of the Shanghai Horticultual Society will take place at the Cathedral School on Monday afternoon at 5:15 o'clock.

• • •

The Shanghai Seamen's Church and Mission Society will hold its annual general meeting at the Church House tomorrow evening at 6:15 o'clock.

• • •

The Girls' Friendly Society will be at Home on Tuesday afternoon beginning at 3 o'clock at the Church House.

• • •

The Anglo-Dutch (Java) Plantations, Ltd., will hold its annual general meeting on Tuesday afternoon at 4 o'clock.

• • •

The engagement of Mr. C. H. Wang and Miss E-Ling Tong, sister of Mr. Z. H. Tong, religious work secretary of the local Y.M.C.A. will be announced at a dinner party to be held tonight at the home of Miss J. S. Ward, 206 North Szechuen Road. About 30 foreign and Chinese friends have been invited. Mr. Wang is a graduate of Yale and is associated with his brother, Dr. C. T. Wang, in his business. Miss Tong is a graduate of Wellesley College, Mass., and is serving as one of the secretaries of the Shanghai Y.W.C.A.

• • •

The annual meeting of the British Chamber of Commerce will be held Tuesday afternoon at 5 o'clock at the Palace Hotel.

• • •

An extraordinary general meeting of the New Shipbuilding and Engineering Works, Ltd., will take place on Tuesday afternoon at 4 o'clock.

• • •

The Laou Kung Mow Cotton Spinning and Weaving Co., Ltd., will hold an extraordinary meeting on Thursday morning at 11:30 o'clock.

• • •

The Commercial Pacific Cable Company announces that charges on messages are now being collected at the rate of thirty-nine cents Mexican equal to one franc.

• • •

It has been proposed by certain members of British Artillery in Shanghai to hold a dinner at the Shanghai Club on April 16. Britons who served in any branch of the Royal Artillery during the war are requested to communicate with R. W. Wingrove, 14 Hankow Road.

• • •

The Ewo Cotton Spinning and Weaving Co., the Kung Yih Cotton Spinning and Weaving Co., Ltd., and the Yangtszepoo Cotton Mill, Ltd., will hold extraordinary general meetings on Monday morning respectively at 10:15 and 11:45 o'clock.

FLASH LIGHT PHOTOS

A scientific job, every body with eyes open, no smoke. Proofs submitted same evening.

Burr 2 Broadway

San Antonio Man To Be Mint Chief

(U. S. Navy Radio through Reuter)

Washington, March 18.—Mr. E. S. Cobey, of San Antonio, is understood to be President Harding's selection for the post of Director of the Mint.

Ex-Governor William Spry, of Utah, has virtually been decided on as Commissioner-General of the Land Office.

Mr. Cobey is president and general manager of the Cobey, Fireproof Storage Co., of San Antonio. He was long prominent in Ohio politics. He went to Texas in 1906 as assistant general manager of the Mercedes Town and Land Co. at the opening up of the Lower Rio Grande Valley. He practically built that town which is now a city 7 or 8,000 people. He moved to San Antonio about 1913 and has been active in Republican politics.

Extend Famine Drive Until End Of Month

(Continued from Page 1)

numerous as contributors, proportionately, than the Chinese.

It is planned, now that the drive has been extended, to arrange several new features for raising money and it is hoped to push the fund past the million mark by April 1.

$1,000 FROM FRENCH SCHOOL

Pupils of the French Municipal School yesterday afternoon netted over $1,000 for the famine fund, giving a delightful program which was enjoyed by a large audience.

Sailor Fined For Breaking Door Of 16 Soochow Road

American Court Suggests Better Regulation Of Liquor Sellers

Alton E. Hazlet, a seaman of the crew of the U. S. S. New Orleans was fined $20 and costs and assessed $22.50 damages by United States' Commissioner Schuhl yesterday as a result of a disturbance he and a Polish companion created at 16 Soochow Road. The sailor and his companion were accused of breaking a door at the place after having been refused admittance by a Chinese servant.

The sailor admitted that he was intoxicated at the time and said he obtained his liquor at the Victoria Bar. Inspector Vaughan of the Central Police told the commissioner that the Victoria was a regularly licensed bar and had not been ordered closed when other places in "The Trenches" were put out of business.

Commissioner Schuhl made several caustic remarks regarding drunkenness daily observed in the confines of the International Settlement and suggested that regulation should be more strict.

"Your previous remarks on the subject, Your Honor, have already been noted," said the Inspector.

The companion of the sailor was fined $15 in the French Mixed Court on Friday.

Glover's Famous Dog Remedies

Learn the Cure and Prevention of the diseases of your dog.

Book "Dog Diseases and How to Feed" Sent free on request.

H. Clay Glover Co., Inc.
118 West 31st St.
New York, U. S. A.
Agents: Muller, Phipps & Hodges, Ltd., Shanghai

SEVEN SAILORS KILLED

(Reuter's Pacific Service)

Tokio, March 18.—While the destroyer Amatsukaze was undergoing tests at Maizuru an explosion of steam occurred in her engine-room, with the result that eight men were seriously injured and admitted to hospital. Seven of them have since died.

LANE, CRAWFORD & CO., LTD.

DRAPERY DEPARTMENT

NEW GOODS JUST ARRIVED

TOOTAL PIQUES, GINGHAMS & TOBRALCO

IN THE NEWEST STRIPES & COLORS

"VIGIL" SILK

THE NEW SILK FOR DRESSES

"TARANTULLE"

FOR DAINTY HAND-SEWN LINGERIE

STANDARD, FINE, & SUPERFINE

LANE, CRAWFORD & CO., LTD.

WHAT THE UNDERWRITERS' LABEL ON A SAFE INDICATES

Known Resistance Against Heat—

Safes, bearing the labels of the Underwriters' Laboratories, Inc., offer known resistance against heat because their protection value has been definitely established by standard, scientific tests of searching thoroughness.

Any manufacturer of safes or filing cabinets can receive recognition from the Underwriters' Laboratories, provided he submits his product to be tested. It will be awarded classification and a label according to its ability to resist heat, impact and certain structural requirements.

THE SAFE-CABINET was the first safe to be granted a label by the Underwriters' Laboratories, and now bears their highest labels—Class "A" and Class "B," signifying ability to resist terrific and continuous heat for 4 hours and 2 hours respectively.

Class A

UNDERWRITERS' LABORATORIES. INSPECTED SAFE CLASS A No.

Safes bearing Class A labels are effective in withstanding severe fire (reaching 2,000 degrees F.) for at least *four hours* before interior temperature reaches 300 degrees F., and in withstanding while in highly heated condition, impact due to falling 30 feet in the clear.

Class B

UNDERWRITERS' LABORATORIES. INSPECTED SAFE CLASS B No.

Safes bearing Class B labels are effective in withstanding severe fire (reaching 1800 degrees F.) for at least *two hours* before interior temperature reaches 300 degrees F., and in withstanding while in highly heated condition, impact due to falling 30 feet in the clear.

Class C

UNDERWRITERS' LABORATORIES. INSPECTED SAFE CLASS C No.

Safes bearing Class C labels are effective in withstanding severe fire (reaching 1,700 degrees F.) for at least *one hour* before interior temperature reaches 300 degrees F., and in withstanding while in highly heated condition, impact due to falling 30 feet in the clear.

Light-Weight Safes

UNDERWRITERS' LABORATORIES, INC. INSPECTED LIGHT WEIGHT SAFE

Safes bearing Light-Weight Safe labels are effective in withstanding severe fire (reaching 1,700 degrees F.) for at least *one hour* before interior temperature reaches 300 degree F., and in withstanding while in highly heated condition, impact due to falling 30 feet in the clear.

Insulated Cabinets

UNDERWRITERS' LABORATORIES, INC. INSPECTED INSULATED CABINET

Insulated cabinets bearing Insulated Cabinet labels are effective in withstanding fire of moderate severity (reaching 1,650 degrees F.) for at least 45 minutes before interior temperature reaches 300 degrees F., and in withstanding only lighter impacts.

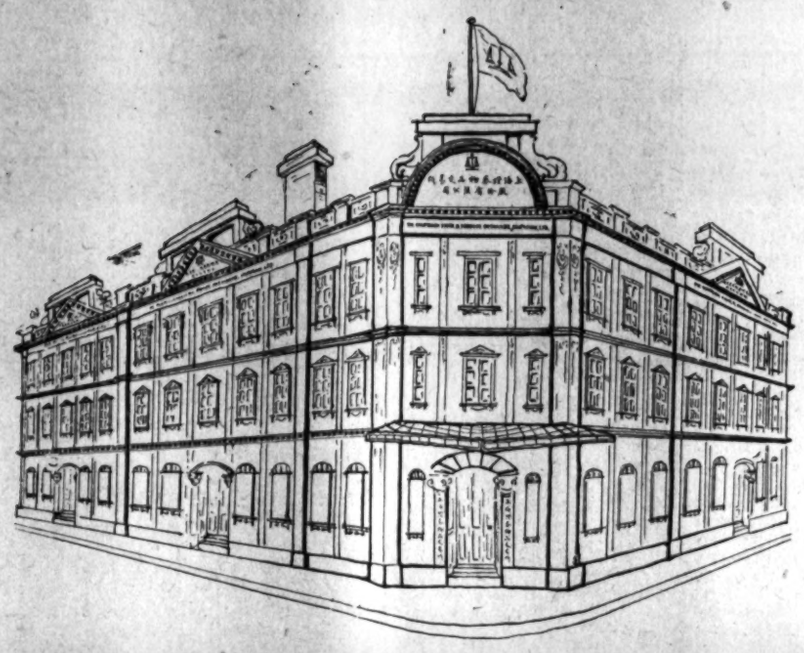
THE SAFE-CABINET
IS MADE ONLY IN THE
TWO HIGHEST GRADES
Class "A" and Class "B"

STOCKS CARRIED BY

THE KOSTER COMPANY
12 NANKING ROAD, SHANGHAI.

IMPROVE TOMORROW'S BREAKFAST! Use *"Famous For Flavor"* Coffee!

Coupons with every pound: Breakfast $0.80 per lb., Mocha $0.90 per lb. Blended and roasted by I. SHAININ & CO., 100 Szechuen Road



THE CHARTERED STOCK AND PRODUCE EXCHANGE, SHANGHAI, LTD.

The First and Only Stock Exchange Established by Chinese Capital

Situated at the

Corner of Szechuen Road and Avenue Edward VII

Transactions carried in

STOCKS, COTTON, YARN, OIL & GRAIN

Organized to serve the public through our united efforts and experienced knowledge of the various trades

CAPITAL 5,000,000 DOLLARS

OVER 100 BROKERS

YU YAH-CHING

Chairman of the Board of Directors

ROUBLES JUMP AS WORD COMES OF TRADE PACT

Up From $3.50 To $10 A Thousand In Shops, Then Slump

The once popular rouble, which has been circulating at extreme low visibility for some time, took a leap skyward on the receipt here of the despatches regarding the Anglo-Soviet trade agreement.

On Friday morning when the exchange shops opened roubles could be accumulated at the rate of $3.50 per 1,000. By ten o'clock, when there began to be strong demand for the Kerensky notes, which are the popular brand here, the word had gone round among the Chinese exchange brokers and the price had lifted to $4.50. The buying became more agitated and the rate hopped another dollar and then another, and so on, until by evening roubles were retailing at a cent apiece—or $10 a thousand.

Evidently by yesterday morning the news had reached most of the populace and bales of roubles which were purchased when such was the popular thing to do, several years ago, were lugged out of trunks and attics preparatory to an assault on the market. Under the avalanche the price sagged back to $6, which was the figure at most of the exchange shops yesterday afternoon.

Deadlock Still In Hunan Affairs

(China Press Correspondence)

Hankow, March 15.—Affairs in Hunan province have again been complicated by the running way from office of Civil Governor Lin Tsau-yu, who for some time previous had been pressing his resignation before the Hunan Provincial Assembly.

Meetings have been held by General Chao Heng-ti, the Commander-in-Chief in Hunan, to call together prominent men in Changsha to discuss constructive measures for the readjustment of the present state of confusion and chaos in Hunan. Conflicting opinions have been advanced from various circles, but so far nothing has been formulated. Judging from the fact that local politics are still ruling high, there seems little likelihood of better conditions in Hunan.

When asked by General Chao Heng-ti to help solve the present deadlock, several representative organisations in Hengyang district have suggested that the post of civil governor be abolished, and that a government be formed with the commander-in-chief as administrative head with the government divided into six departments of military affairs, civil affairs, education, industries, administration and justice.

China Eager To Advance'—Painleve

(French Wireless through Reuter)

Paris, March 18.—In the course of a lecture at the Sorbonne yesterday, on Modern China, M. Paul Painleve pointed out that China's intention was henceforward to take part in modern life. "It is," he said, "only a question of knowing how the Old China will adapt herself to our civilisation. What China asks for is that the foreign peoples shall be her loyal associates."

French Births Exceed Deaths For First Time In Many Years

Paris, Feb. 8.—France's birth rate took a big jump upward in 1920 and for the first time in many years births largely exceeded deaths.

Detailed figures are only available for the first six months of the year. They cover the whole country, including Alsace-Lorraine and the liberated departments, and show 424,668 births, against 356,722 deaths, or nearly 68,000 more births than deaths. The corresponding period of 1919 figures for the country, without the liberated departments, showed an excess of 120,000 deaths.

It is stated that the second half of 1920 fully maintained the showing of the first six months.

The marriage rate has increased proportionately. During the first six months of 1920 there were 11,800 more marriages in the Department of the Seine, which includes Paris, than the year before, and almost exactly 11,000 more births.

Canton Requests Hongkong To Aid In Administration

(Reuter's Pacific Service)

Hongkong, March 18.—The Provincial Government at Canton has approached the leading Chinese merchants in Hongkong with a request that they should form an advisory council to assist the Government in the administration of the Province in relation to civil and financial matters. The proposal is being seriously considered.

For practical purposes the Military Government at Canton no longer exists, everything at present being in the hands of General Chen Chiung-ming.

Canton, March (by mail).—Canton is preparing for something to happen. A belief is prevalent here that if no agressive action is taken against Kwangsi, Canton may have to adopt a defensive attitude. Responsible officials have so far refused to answer the question whether war is to be declared against Kwangsi soon.

Canton, March (by mail).—General Tang Chi-yao, formerly Tuchun of Yunnan, who is now in Canton, is being entertained by the different branches of the military and local governments. He has so far given out no statement as to his future course in Yunnan, merely saying that he will still continue to fight for Constitutionalism.

Tokio Denies Yap Settlement Report

(Reuter's Pacific Service)

The Hague, March 18.—An official denial is issued of the report, said to have emanated from Tokio, that Holland favored the internationalisation of the Yap cables and was opposed to a single power owning The island. It is pointed out that Holland merely requested a hearing for her representatives at the International Communications Conference in order to safeguard Dutch interests.

HONGKONG FEELS QUAKE

(Reuter's Pacific Service)

Hongkong, March 19.—A sharp earth-tremor was felt here at 4:21 p.m. today.

BRITONS HERE ARE ENTITLED TO TAX REFUND

British subjects resident abroad are entitled, under certain circumstances, to claim repayment of income tax deducted from dividends, rents, bonds, annuities, and other sources of income in the United Kingdom, according to the statement of Wilfred T. Fry, London solicitor, in a communication to The China Press. Mr. Fry, who has made a special study of the subject, offers to advise without charge any reader who wishes to know whether or not he can legally claim repayment.

In a circular of inquiry issued by the Claims Branch of the Inland Revenue Department appears a list of conditions under which a person resident abroad may claim relief from the income tax. Any person who does not possess or retain the use of a residence in the United Kingdom and whose visits home do not amount to six months in the fiscal year ending April fifth may obtain exemption in respect of dividends on his foreign or colonial securities.

Income from sources within the United Kingdom held by persons living abroad is subject to the same allowances, deductions, and relief as are granted to a resident in the United Kingdom, provided such persons are either British subjects or fall into one of six special classes. These classes include employes of the Crown, employes of native states under British protection, residents of the Isle of Man or the Channel Islands, persons residing abroad for health reasons, and widows of men formerly in the service of the crown.

A hypothetical example, which probably has many parallels in Shanghai, is that of a British subject residing abroad who has an income of £300 from the United Kingdom and of £600 from foreign sources. Being married, he is entitled to a personal allowance of £225, reducing the tax by £33.15, and making the total £168.15. The tax on the £300, however, is collected before the money leaves the United Kingdom and the reduction on the marriage allowance is not made. Therefore, the person concerned is entitled to a repayment of £33.15, which can be secured by application to the Claims Branch. Information concerning the preparation of claims may be secured gratis by addressing Mr. Fry at 418, Strand, London.

TECHNOLOGY MEN ORGANISE HERE

The Technology Club of China was organised yesterday at a tiffin meeting held at the Carlton yesterday and attended by some 20 prominent engineers who are graduates of Massachusetts Institute of Technology. Mr. F. W. McIntyre was elected president of the new organisation.

Mr. N. Catlin was chosen secretary.

SWEDISH KING IN PARIS

(Reuter's Service)

Paris, March 18.—The King of Sweden has arrived here on a visit.

5,495 WOULD RUN SALOONS

More Apply For Chicago Licenses Than Before Prohibition

Chicago, Feb. 7.—Saloons will be more numerous in Chicago than before the coming of prohibition if City Collector William H. Wesbey issues near-beer licenses to each of the 5,495 persons who have applied for them.

Forecasts made by the wets in preprohibition days that the dry era would throw thousands of saloonkeepers and bartenders out of work and result in thousands of empty buildings seem to be disproved by the City Collector's figures. The fact that with the coming of prohibition the annual license fee dropped from $1,000 to $50 has added to the big demand for near-beer licenses.

When wartime prohibition arrived there were 5,182 saloons in the city, or 313 fewer than the number of applications received for 1921 licenses.

Chicago at one time had nearly 9,000 saloons, but from this maximum in 1908 the number gradually decreased until, when Mayor Thompson's Sunday closing order went into effect in 1915, the number was 7,152. From this time until the advent of prohibition the value of a saloon license continued to decrease and 1,970 licenses were allowed to lapse.

PARIS-LONDON EXCHANGE

(French Wireless through Reuter)

Paris, March 18.—The closing rate of exchange on London quoted on the Paris Bourse today was francs 56.30½ to the pound sterling.

Anxious Mothers

MANY mothers are worried about the changing of Baby's Food from time to time. The Food that suits at six weeks of age will not suffice at six months

The 'Allenburys' Foods are the only system of Infant Feeding that provides for Baby's needs step by step—a progressive dietary suited to Baby's growing digestive powers from birth onwards.

The juice of grapes, oranges, or meat juice so beneficial to the hand fed baby can be given with these Foods, and instructions are furnished on each package.

The Allenburys Foods

Promote Health and Sturdy Development.

MILK FOOD No. 1. From birth to 3 months
MILK FOOD No. 2. From 3 to 6 months
MALTED FOOD No. 3 From 6 months upwards

Allen & Hanburys Ltd., London.

THE MOST SELECT

Assortment

OF

EASTER EGGS

CHOCOLATES

CANDIES

AND

THE BEST TIFFIN IN THE FAR EAST

AT THE

CHOCOLATE SHOP

36 NANKING RD. ELLIS TIMM, *Manager*

Simple Wash Cures Eczema

A skin specialist of wide reputation in the United States who has compounded for his patients a wonderfully effective remedy for skin diseases, has recently given his preparation to the world. It is known by the simple name of

LAVOL

This remedy is a powerful yet mild and refreshing liquid which is washed over the affected parts. It washes out the disease, cleanses the pores, then soothes and heals the skin. It isn't a commercial matter—it is a matter of humanity to publish the work that this new discovery is doing.

At the first touch of Lavol the itching stops, the fire of eczema is gone, sores disappear gradually, crusts and scales fall away. Do not make the mistake of neglecting to try Lavol for Eczema, Salt Rheum, Barbers itch, hives, ringworm, for pimples and face blemishes, any disease of the skin or scalp.

For sale at all chemists' shops, druggists, etc.

D. D. D. Co., 1B Jinkee Road, Shanghai.

CODE BOOKS ! ! !

A B C Code Book 5th Edition	$ 30.00
A B C Code Book 5th Edition (Improved)	35.00
A B C Code Book 6th Edition (Five-Letter)	40.00
Bentley's Complete Phrase Code Book (New Edition)	40.00
Bentley's Complete Phrase Code Book (Pocket Edition)	30.00
Bentley's Complete Phrase Code Book (Improved)	50.00
Western Union Telegraphic Code Book (Universal Edition)	35.00
Western Union Telegraphic Code Book (Five-Letter Edition)	60.00
Whitaker's Almanack for 1921	2.00

For Sale At

Chow Tzu Kong, Bookseller 周梁康西書局

No. 111 Szechuen Road, Shanghai.

When an Economical Distemper Is Desired, We Recommend

DECOTINT

Wall Finish

It produces a soft, water color effect that can not rub off, and can be easily applied on plastor, wood, or any other wall surfaces.

In 5lb. paper cartons. Made in 28 colors and white; other colors can be obtained by intermixing. Color cards will be sent upon application.

Note to Painters:

Large stocks of DECOTINT in all colors, ready for delivery.

Other S-W Specialties

S-W Mar-Not—for hard wood floors.

S-W Floor-Lac—for Woodwork floors and furniture.

SHERWIN-WILLIAMS

Flat-Tone

Builds Homes of Beauty and Character

It's a flat wall finish of pleasing colors—healthful and sanitary. Frequent washings will not fade the color nor injure the finish.

In Many Colors to Suit the Most Exacting Taste

Whether it's a delicate tone for the living room, mottled shades for the dining room, bright, cheerful colors in the bed room, dignified yet inviting atmosphere of the hallways, or a light sunshine surface on the kitchen walls, all those are possible in the wide range of Flat-Tone Colors.

SHERWIN-WILLIAMS PAINTS & VARNISHES

COVER THE EARTH

For Sale by

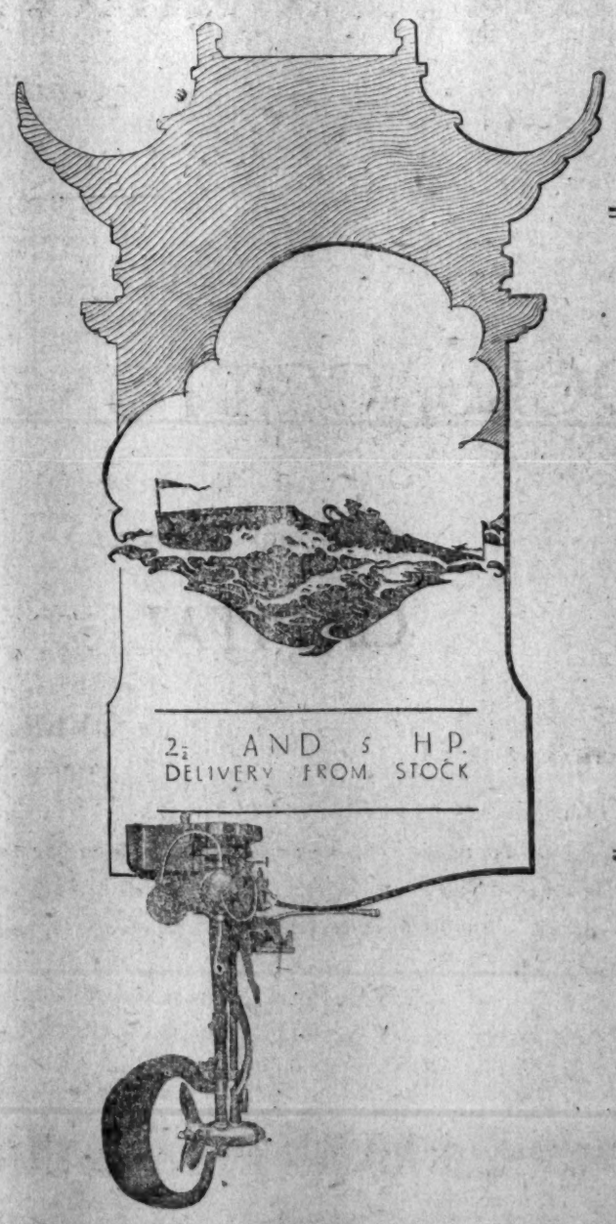
Andersen, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road

P 104

ARCHIMEDES

THE PORTABLE OUT BOARD MOTOR



Is the only successful solution of the Out-board-motor problem, and is guaranteed to give an absolute reliable and satisfactory run without any trouble whatsoever.

Easy to adapt on any kind of boat, it is the ideal motor for pleasure craft, especially suitable for houseboats and sampans.

PERFECT BALANCE and FREEDOM from VIBRATION are the characteristic features of the two-cylinder

ARCHIMEDES - MOTOR

The EKMAN FOREIGN AGENCIES LTD.

SHANGHAI

ENGINEERING SHOWROOM 496 HONAN ROAD

Southeastern University Plans Are Complete; 22 Courses To Open In Fall

The organisation committee of the Southeastern University has almost finished its work. The meetings of last week were mainly occupied by the final reading of the drafted constitution of the University, which will soon be presented to the Ministry of Education in Peking for its ratification. Some features of the new system are noteworthy:

At the head of the university stands its president, who is to be nominated by the Ministry of Education and appointed by the President of China.

A Board of Trustees will act as an advisory body to the President as has been noticed before. It needs only be added that both the plan and the personnel as submitted by the committee were approved by the Ministry of Education. Minister Fan Yuen-lien's suggestion that the two names which the committee had reserved for future consideration should be decided upon as soon as possible, shows his personal interest in this new proposition. The Committee accordingly elected Mr. Y. M. Chien of the Bank of Communications and Mr. Rung Chung-ching of the Flour Mill Owners Association, both of Shanghai to complete the list of fifteen. Both of these men are prominent leaders in the modern commercial and industrial world, and undoubtedly their integrity of character and maturity of experience will help in putting the university on a firm basis.

Immediately under the President there are three divisions: the instruction, the deliberation, and the administration. With reference to instruction, it has been decided to treat the departments, and not the so-called colleges, as real units, for the colleges are only arganised groups of correlated departments. A department has decidedly a closer contact with individual students than does a college, and at the same time a department may serve in several colleges. When the University opens this fall, the following 22 departments will be ready to receive students: Chinese, English, Philosophy, History, geography, Political Science and Economics, Mathematics, Physics, Chemistry, Biology, Psychology, Education, Physical Training, Farm Implements, Horticulture, Stock Raising, Entomolgy, Agricultural Chemistry, Mechanical Engineering, Accounting, Banking and Business Administration.

The administrative body of the University is again divided into eleven departments each with its head and assistants engaged by the president in the name of the university.

The deliberative body is composed of the heads and representatives of the instructive and administrative departments. They will meet from time to time to discuss and solve such important problems as the educational policy of the university, the financial status, the extention of university ground and buildings and the standing of departments and colleges.

In such a way the whole structure of the university is made to rest on a representative system. By clear understanding and whole-hearted co-operation it is hoped the new born institution will prove to be a real security for higher education.

All members of the committee with its chairman, Dr. P. W. Kuo, have felt their grave responsibility in undertaking such a great project. Every important question was carefully studied and discussed before it was decided upon. Throughout the several meetings the watchwords of the Committee have been: Progressive and Practical.

On the one hand the University should be one of the foremost educational seats to absorb and distribute the best modern knowledge and ideals. On the other hand, considering the intellectual force and financial means at its command, the university is designed to be no castle in the air but an institution capable of growth and development and ready to afford the ambitious, true-hearted young men and women a practical opportunity to pursue a higher education.

Ministering Children's League

Details of the receipts and expenditure in connection with the sale of work etc., held at the French Municipal School, March 5, 1921.

Receipts:

Entrance Tickets sold at Doors	$319.00
St. Joseph's Stall	886.90
Entrance Tickets sold	47.20
	934.10
Cathedral School Stall	425.00
Entrance Tickets sold	264.20
	689.20
French Municipal School.	244.50
Entrance Tickets sold	146.40
	390.90
Public School Stall (Avenue Road)	172.80
Entrance Tickets sold	164.70
Entertainment Tickets	64.40
	401.90
Mothers Union Stall	574.10
Children's Stall	482.24
Sweet Stall	257.20
Preserve Stall	209.60
Basket Stall (Articles made by Institute for Blind)	130.40
Cloak Room	5.90
Entertainments	128.91
Side Shows	57.70
Children's Refuge Stall (Articles all made by Inmates)	229.65
Total Receipts	$4,710.80

Expenditure

Advertising	$25.00
Printing	29.20
Hire of chairs, tables etc.	38.80
Gratuities, Coolies, etc.	21.00
Sundries	22.00
	$136.00
Loss in small and bad money	31.75
	$167.75

Donation received from Mr. Trenchard Davis of $167.75 to cover these expenses.

Allocation of Proceeds

$800	French War Orphans.
500	Ministering Children's League, Ottershaw, England.
500	Hospital for Sick Children, Great Ormond St., London.
250	Dr. Barnardo's Homes, London.
200	Sir Wm. Treloars Cripples, London.
200	Waifs and Strays Society, London.
350	Hangchow Hospital.
250	King's Daughter's Milk Fund.
400	King's Daughter's Children's Convalescent Home.
700	Children's Refuge (This includes $230 received at sale for articles made by the Inmates).
460	Institute for the Blind. (This includes $70, cost of barkets made by the Blind).
100	Ningpo Children's. Refuge.
$4,710	

Orchestra Concert At Town Hall Today

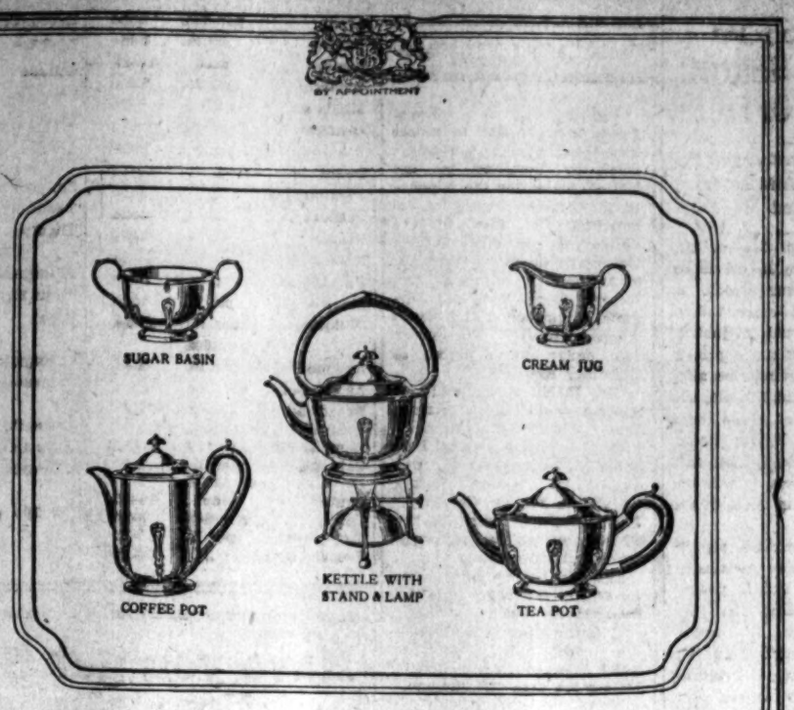
The works of Beethoven, Wagner, and Tschaikowsky will be interpreted this afternoon at the eighteenth concert of the season to be given in the Town Hall by the Shanghai Municipal Orchestra. Though the concert is set for five o'clock, the size of the crowd obliged to stand last week suggests that an early arrival is advisable. The program, which will be directed by Maestro M. Paci, includes the following selections:

1.—Symphony No. 6, "Pastorale," or "Recollections of Country Life" ..... Beethoven
- (a) Allegro ma con moto: "The awakening of cheerful feelings on arriving in the country."
- (b) Andante con moto: "Scene of the Brook."
- (c) Allegro: "Merry meeting of country life."
- (d) Allegro: "Thunderstorm —tempest."
- (e) Allegretto: "Song of the Shepherds; gladness and thankfulness after the storm."

2.—Two Fragments .... Wagner
- (a) Siegfried's Song: "Forging of the Sword."
- (b) Siegfried's Funeral March from "The Dusk of the Gods."

3.—Capriccio Italiano .... Tschaikowsky

Andante—Allegro modorato
Presto (Alla Tarantella.)



TEA AND COFFEE SERVICES.

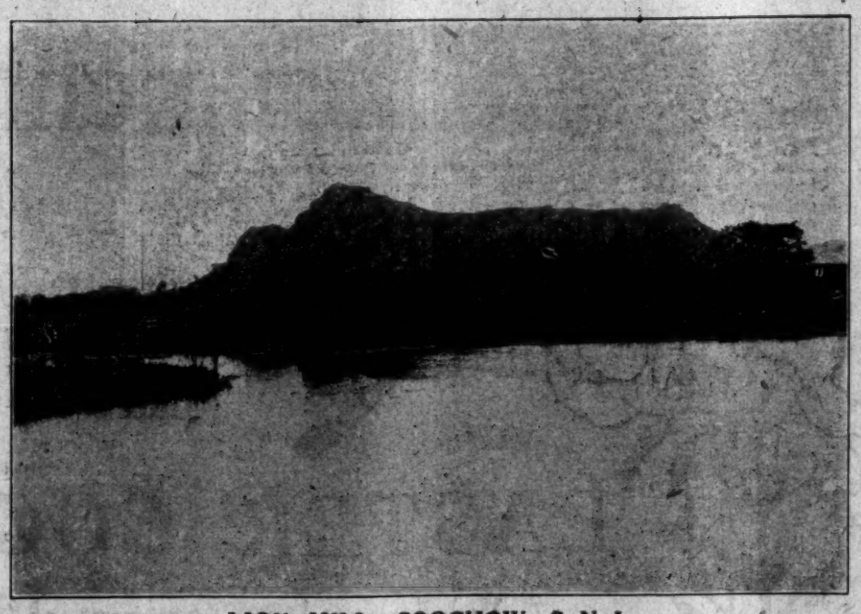
Illustrated is a Tea and Coffee Service in Regent Plate.

Tea Pot (1½ pints)	£5 15 0
Coffee Jug	£6 10 0
Sugar Basin	£3 2 6
Cream Jug	£3 0 0
Kettle with Stand	£6 15 0

THE Goldsmiths & Silversmiths Company offer exceptional value in Tea & Coffee Services in Solid Silver and in their famous Electro Plate suitable for Presentation and other purposes. The Company give orders by post from China special attention, and the prices charged are at all times the same as those prevailing in London. An illustrated catalogue will be sent post free upon request.

THE GOLDSMITHS & SILVERSMITHS COMPANY LTD
with which is incorporated The Goldsmiths Alliance Ltd Estd 1751
112 REGENT STREET
LONDON W.1. ENGLAND

Spend the Holidays in the Country



LION HILL, SOOCHOW—S. N. L.

The local Railway Authorities are running a frequent service of trains this Easter to Kunshan, Kashing and Soochow, for day trips, and are granting HOLIDAY REDUCTIONS to all places of interest to bring the beauties of the country within the reach of all.

At Easter the Hangchow Hills are at their best. A house-boat trip on the Taihu (via Wusih) will renew your health.

VISIT MOKANSHAN, a delightful Summer and Winter Resort, 2,500 feet above the Sea Level. HOTEL UNDER RAILWAY MANAGEMENT, accommodating Chinese and Foreign Guests.

From the 24th to 29th March inclusive, in addition to the ordinary 1st, 2nd, and 3rd class tickets, first and second class special holiday tickets will be on sale at a fare and a half for the double journey between each of the following stations:—Shanghai North, Soochow, Wusih, Changchow, Tanyang, Chinkiang and Nanking (on the S.N.R.) and Shanghai North, Shanghai South, Jessfield, Siccawei, Sungkiang, Fungching Kashai, Kashing, Yehzah, Changan, Konzenchiao and Hangchow (on the S.H.N.R.): also third class special return tickets between the S.H.N.R stations named above.

First, second and third class special through holiday tickets at a fare and a half will also be on sale between the stations above-named on either line.

Forest of Pine Trees extending for 3 miles
HANGCHOW—S. H. N. L.

For further particulars, apply to the Enquiry Office, Shanghai North Station, Telephone No. North 3199

SHANGHAI-NANKING RAILWAY & SHANGHAI-HANGCHOW-NINGPO RAILWAY

ASKS HOUSE TO REWARD HEROIC NAVAL OFFICER

Lieut. Isaacs Surrendered For Commander And Later Escaped

Washington, Feb. 11.—A dramatic appeal to the House to reward the heroic war exploit of Lieutenant Edward Isaacs, U.S.N., who stepped forward in another man's place to become a prisoner aboard German submarine after his ship, the President Lincoln, had been torpedoed, was made today by Representative Eagle, Democrat, of Texas. The speaker said Isaacs's record would stand out as one of the daring feats of the World War.

"When the submarine captain demanded an officer prisoner," said Mr. Eagle, "Isaacs walked forth and announced that his commander, Percy W. Foote, now aide to the Secretary of the Navy, had probably perished and that he was ready to go. For eleven days while a captive of the U-boat he learned facts about the German Navy's plan of operations which were of the utmost importance to the allied fleet."

With this in mind he escaped at the risk of his life, Mr. Eagle continued, and was so badly wounded and beaten that now, at the age of 29, he is physically unable to stay in the navy.

"Congress should retire him with the rank of Captain not as a Lieutenant."

Mr. Eagle added, "so that when he goes out of service it will be on sufficient pay to buy bread and meat for his wife and children."

Says Mirbach's Slayer Has A Soviet Place

German Magazine Represents Blumkin As A Prominent Figure In Moscow

Danzig, Feb. 11.—Blumkin, one of the men who assassinated Count von Mirbach, German Ambassador to Russia, in Moscow in 1918, is a shining literary light of Moscow and holds a position in the Soviet Government, despite the fact that his crime is no secret about the clubs and cafes, says the magazine Ostwacht, which publishes details to show there has been no attempt to comply with Germany's request that the murderer be brought to trial.

Blumkin belongs to the left Wing Social Revolutionaries and has a Soviet commission for special assignments, the Ostwacht says, and was attached to the Fifth Bolshevist army for special work. He is widely read, a poet and author. "Literary circles jest about the crime," the magazine adds. "One evening an associate said: 'After all, to be a good author requires more nerve than to throw bombs at a Mirbach.'"

Dr. Simons, the German Foreign Minister, speaking recently on Russia, declared the disinclinations of the Bolsheviki to apprehend Count von Mirbach's murderer one of the chief obstacles to a resumption of German-Russian trade and diplomatic relations.

Hair Falling? Germol Stops It

Try the Remarkable New Hair-Root Nourisher. Notice Difference in a Few Days.

After combing your hair, do you find your comb full of dead and broken off hairs? How long do you suppose this can keep up before you become entirely bald? There is no excuse for this condition, now that the newly discovered hair nourisher, GERMOL, will positively end hair falling within a very short time. GERMOL gives remarkable vigor to the hair roots, where the source of the trouble lies. Every hair is held tightly in its root sac, and your hair stops falling. You can prove this in a short time. GERMOL also stops scalp itching and the condition which results in dandruff. It gives youthful vigor to hair-roots and brings back to the hair its lustrous original color. Your hair will be silky, full of life, luxurious. You need nothing else but GERMOL to give yourself a luxuriant growth of healthy hair. It produces results even in those of advanced years where the hair is grey and thin. Start using it today and solve your hair problem for all time to come. One bottle will prove it.

Prepared only By GERMOL. Hair Specialists London. Stocks in Shanghai at the following pharmacies:

A. S. WATSON & CO.
MACTAVISH & CO.
LLEWELLYN & CO.
PHARMACIE GENERALE
AMERICAN DRUG COMPANY
P. O'BRIEN TWIGG
L. GRENARD et CIE.
J. D. CHANG & CO.
SHANGHAI DISPENSARY.
INTERNATIONAL DISPENSARY
ANGLO-CHINESE DISPENSARY
WING ON COMPANY.
SINCERE COMPANY.

Would Collect $234,000,000 Germans Owed Rhine Army

Washington, Feb. 3.—It would seem "wise" to collect now the $234,000,000 balance owed by Germany to the United States for the expense of the American army of occupation, "in view of the obligations to other nations Germany is now expected to assume." Representative Slemp, Republican, of Virginia, a member of the House Appropriations Committee, said today in a letter to Secretary Houston.

Mr. Slemp "wondered" if America could collect for more than 7,500 troops, "the number, according to General Pershing's testimony, it was agreed by President Wilson we should keep in Germany." The American forces on the Rhine are said at present to exceed 12,000 men.

The House Committee was informed recently by War Department officials that the cost of these forces to Dec. 31 was over $270,000,000, of which Germany had to pay a little more than $35,000,000.

Provision Prices In Local Markets

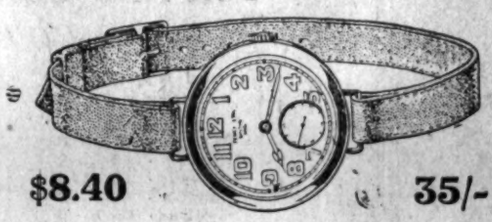
Prices quoted are in Mexican dollar cents at Hongkew Market compiled on March 15th, 1921.

Beef	per lb.	15-22
Mutton	,,	17-22
Pork	,,	25-30
Veal	,,	25-32
Fish		
Bream	per lb.	18-20
Cod	,,	14-20
Mandarin	,,	20-30
Mackerel	,,	30-40
Pomfret	,,	25-30
Salmon	,,	20-25
Samli	,,	none
Soles	,,	18-20
Whitebait	,,	25-30
Game, Poultry And Eggs		
Deer	each	none
Duck	,,	90-$1.20
Eggs	per doz.	18-20
Hare	each	none
Fowl	per lb.	25-30
Geese	each	$1.00-$1.40
Partridge	,,	none
Pheasant	,,	none
Plover	,,	8-12
Quail	,,	20-25
Snipe	,,	16-18
Teal	,,	16-18
Turkey	per lb.	40-45
Woodcock	each	45-50
Wild Duck	,,	35-40
Wild Geese	,,	40-50
Pigeons	,,	20-25
Wild Pigeons	,,	10-12
Fruit		
Apricots	per lb.	none
Apples	,,	20-25
Bananas	,,	6-8
Chestnuts	per lb.	14-15
Cherries	,,	none
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	10-12
Lichees	per lb.	none
Mangoes	each	none
Oranges	per lb.	10-12
Peaches	per lb.	none
Pears	,,	10-12
Persimmons	,,	none
Peebces	,,	none
Plums	,,	none
Pumeloes	each	16-18
Pineapples	,,	none
Strawberries	per lb.	none
Walnuts	per lb.	12-14
Vegetables		
Artichokes	per lb.	3-4
Asparagus	per doz.	none
Broad Beans	per lb.	4-5
Beetroot	per bunch	2-2
Bamboo Shoots	per lb.	18-20
Cabbage	each	6-8
Carrots	per bunch	2-3
Cauliflower	each	15-25
Celery	per bunch	8-10
Egg plant	per lb.	10-14
French Beans	,,	14-16
Green Corn	each	none
Leeks	per bunch	2-3
Onions	per lb.	12-15
Parsnips	per bunch	3-4
Mushrooms	per lb.	none
Peas	per lb.	10-12
Potatoes	per pic.	$2.40-$2.80
Spinach	per lb.	2-3
Tomatoes	,,	10-12
Turnips	per bunch	2-3
Grain And Flour		
Flour American	50 lb.	$6.20
Flour Shanghai	50	$3.00
Rice	per 200 lb.	$7.80
Milk		
Foreign dairies	per bottle	$0.20
Chinese dairies	,,	$0.17
Fuel		
House Coal	per ton	Tls. 19.00
Stove Coal	,,	Tls. 23.00
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-$4.00

Chief Inspector.
E. Kilner.

Have you got the right time, always?

Specially made to stand Any Climate



$8.40 35/-

Guaranteed for 10 years. Jewelled at 15 points.

BUY DIRECT FROM ENGLAND

YOU need the precise time, always. Your fullest efficiency as a man of business demands it. You work to a time-table, as every good business man does, and time is a big consideration to you.

Here is a watch—specially constructed to run accurately for 10 years at least—which no climate can affect.

Each watch is warranted not to vary more than a few seconds in 24 hours.

Every single watch is tested, severely. It has to prove completely this fine accuracy—in a heated oven, and in an ice-chamber too.

The case is beautifully polished beside being sand and dust proof.

You are guaranteed the precise time for ten years at a very low cost. A written guaranty will be sent with the watch.

Order it now! Send no money!

PRICE LIST.

This 15 Jewelled Wrist Watch in handsome SOLID NICKEL Case with inner dome, but not luminous.
No. 922 Price (35/-) $8.40

In SOLID SILVER Case (British Government Stamped) with inner dome.
No. 923 Price (45/-) $10.80

Lady's size SOLID SILVER case (British Government Stamped) with inner dome.
No. 924 Price (45/-) $10.80

LUMINOUS DIAL and HANDS (5/-) $1.20 extra.

All these prices are calculated at $4.80 to the £1 Sterling.

SENT Per Post "C.O.D." Send no Money
Just fill in and post the order form below. We do the rest

The quality of every article you buy of us is dependable: your satisfaction is fully guaranteed. If you are not pleased with any article send it back to us. Then we will immediately return your money, and all the postage and other charges you may have paid.

Bankers: The Chartered Bank of India, Australia & China and The London City and Midland Bank.

FILL IN THIS ORDER FORM. Then cut it out and put it into an envelope, with your name and full address.

ORDER FORM.
Send me C.O.D. one Wrist Watch
No. ..... Price .....
Also send me your Illustrated Catalogue. My name and full address are enclosed with this order form. Sir

Fear's Ltd Estd 1840 857, Bristol Bridge, Bristol
ENGLAND.
Watchmakers to the British Admiralty.

When Fate and Fire Throw Dice

A TINY spark, a sputtering flame—then a raging furnace of heat and destruction; another town or perhaps a whole city desolated; wiped completely off the earth; victims of the red scourge! When will it stop?

By some weird schedule, yet with remarkable accuracy, fate and fire pick their path—and it's usually across the inflammable roofs of a community. And what is to halt the progress of roof-to-roof fires unless buildings are covered with roofings which resist fire and stop its spread?

Such roofings are of Johns-Manville Asbestos, a mineral which satisfies every roofing requirement as to durability, economy and fire protection.

ASBESTOS ROOFING WILL PROTECT YOUR BUILDINGS

Asbestos, the base of Johns-Manville Asbestos Roofings, is a fire-proof mineral which will not ignite though heaped with blazing brands. It is not harmed by water, oil or ordinary acids and alkalics; and it never needs paint.

Johns-Manville Asbestos roofings are made in many forms so that now every building can have the protection it needs. Johns-Manville Standard and Colorblende Asbestos Shingles for homes; Asbestos Ready-to-lay Roofings for sloping roof decks; Asbestos Built-up Roofing for flat roof surfaces and Corrugated Asbestos Roofing for skeleton frame buildings.

Ask us about the Johns-Manville policy of roof registration which continues their responsibility until you get the service promised.

THE KOSTER COMPANY
12 NANKING ROAD, SHANGHAI.

JAZZ YOUR EYES OVER THIS

OUR CALENDARS HAVE ARRIVED—the gift of the Columbia Ribbon & Carbon Mfg. Co. of New York to all users of their famous brands of Carbon, i.e., Rattlesnake, Kohinoor & Rainbow, and the Columbia Brand of Silk Gauze Ribbons.

If you are users of our Carbon and Ribbons send a chit with your signature and we will return by bearer one of our 1921-girls Calendars Send before stock is exhausted.

THE OFFICE APPLIANCE CO.
22 Nanking Road, Shanghai.

Bianchi's

IS

THE

place for

EASTER EGGS

We have a large assortment of
Satin Eggs
Also in Plain Chocolate

PLACE YOUR ORDERS EARLY

BIANCHI

23, Nanking Road
Phone: Central 2264

BERLIN 'MILDNESS' IN 1871 IS CITED

German Professor Contrasts It With 'Inhumanly Cruel' Versailles Terms

'TRYING TO KILL GERMANY'

Whereas Germany 'Imposed No Restrictions On French Industry'

Berlin, Feb. 7.—Many statements have recently been made in the press and in public speeches about the "mild conditions imposed upon France when Germany was the victor in 1870, as compared with the inhumanly cruel terms of the Treaty of Versailles dictated by France to the defeated and disarmed Germany of 1919."

Dr. Dietrich Schaeffer, Professor of History in Berlin University, who has repeatedly lectured on this subject and is regarded here as perhaps the best authority on it, having been on intimate terms with Bismarck, who made the peace of 1871, has given The New York Times correspondent the following data, which, he says, should have some weight with Entente statesmen:

"In 1871 Germany had more than 400,000 French prisoners of war whom she released unconditionally as soon as peace was made. How much longer, after peace was concluded in 1919 did France keep our men from their homes and families?

"France at present, under the pretense of exacting an indemnity from us, is really trying to kill Germany financially, industrially and morally, while in 1871 Germany imposed no restrictions whatever on French industry and commerce, but, on the contrary, immediately renewed with France a commercial treaty with a most-favored-nation clause, which was in force until 1914.

"For the French railways in Alsace-Lorraine Germany deducted 375,000,000 francs from the war indemnity. Germany now gets nothing for the same railway system, which has since then been extended enormously, with great expense, being worth billions today.

"In 1871 Germany refrained from any interference in French home politics, and Bismarck immediately recalled his Paris Ambassador, Harry von Arnim, when the latter soon after the peace got mixed up with Royalist intrigues. Compare that with the Entente's present attitude in imposing disarmament and the reduction of forces to such a degree that we are defenseless and at the mercy of any desperate gangs of the extreme Left or Right desiring the destruction of the present Government.

"In 1871 and after, during an occupation of French territory, we delivered all French criminals to French courts. Compare that with France's arbitrary administration of justice in the German districts now occupied by French troops. During the German occupation of French territory after the peace of 1871 (two years), our army had the strictest orders to treat the French public civilly, if possible, to avoid all harsh measures and wink at any French violation of the rules of occupation, rather than to punish it according to the letter. Often our officers and men were punished when complaints were made by the French for acts that would have been entirely overlooked at with the beastly conduct of the French colored and other troops in the occupied districts since 1919!

"In 1871, after the armistice, the whole German army around Paris had to go hungry one whole day because all the food was required for the starving population of the French capital. In 1919 the Entente pays Germany by continuing the blockade of starvation against our women and children, which could have no other purpose than to satisfy senseless, inhuman cruelty.

"There are so many points in favor of Germany," concluded the aged scientist, that columns would be needed to show that the war of 1870-71 had not turned men and nations into the cruelty-loving lot they have become after the late war, as you will see from my history of 1870-71, for which Bismarck personally gave me many interesting data."

GERMAN DYE OUTPUT GREAT

Paris, Feb. 9.—Germany is now exceeding her pre-war production of coal tar dyes, according to the dye experts attached to the Reparations Commission and by the end of the current month will have surpassed any previous monthly production of fine chemicals.

Color dyeys produced during January are estimated to have totaled 12,000 tons or 750 tons more than the average monthly output before the war.

The dye markets in Germany are obliged to place about one-quarter of their product at the disposition of the Reparations Commission. The remainder, however, the expert is being offered by the dye syndicate in foreign markets at prices which are understood to be considerably lower than those of the English and American competitors of the syndicate.

Photos Of Fairies Genuine, Conan Doyle Insists

London, Jan. 18.—Fairies are real. They do exist actually and, what is more have been photographed.

So asserts Sir Arthur Conan Doyle in a remarkable article in the number of the Strand Magazine, just published.

The fairy photographs are reproduced. They were taken three years ago near Yorkshire village by two girls, Iris Carpenter, then aged sixteen, and her cousin, Alice, a child of ten.

One of the photographs shows Alice behind a hedgeside bank, and before her, among the flowers and the bracken, are four dancing fairy figures. They are the traditional fairies of fancy and the story book—long-haired, gossamer robed, with butterfly wings all complete, just as illustrators have always painted them. One fairy is playing on a two-reed pipe. Another pivots upon a toad stool.

The second photograph shows a dancing gnome prancing around the knees of Iris. He also is true to type, with puckered, whimsical face, moth wings and "spikey" feet.

Sir Arthur Conan Doyle in his article says. "The pictures stand or fall together. Both are false or both are true. All the circumstances point to the latter alternative."

Several expert professional photographers have been shown the original negatives of the fairy photographs, and have satisfied themselves. Sir Arthur declares, that the plates were not faked.

E. L. Gardner, of No. 5 Craven road, Harlesden, a member of the Theosophical Society, has carried out a complete investigation into the circumstances in which the photographs were obtained, and he is convinced of their genuineness.

"Since the article was written," said Mr. Gardner, "we have carried the matter further, and have secured other and still more wonderful photographs of fairies. These second series of photographs were taken by the two girls a few weeks ago under absolute test conditions.

"Sir Arthur Conan Doyle and I are bringing out a book on the subject of fairy photographs. We shall then submit the full evidence to the public.

"The photographs can only be obtained by the girls themselves working together. Even for them the photographing is a very delicate matter. Nobody else can take the fairies. Curiously enough the two girls seem to think there is nothing extraordinary about their fairy photographs. They regard the whole thing as a matter of course, for they say they have known and seen the fairies all their lives."

BARE SOVIET PLAN TO STRIKE POLAND

Paris Paper Prints Secret Dispatches Setting May For Offensive

(By Edwin L. James)

Paris, Feb. 7.—On the day Marshal Pilsudki quitted French soil without having gotten the military alliance he came to seek and on the day, incidentally, the French Government formally notified the American Ambassador of the resolution proclaiming solidarity between France and Poland, La Victoire publishes two secret documents from the files of the Bolshevist War Department, setting forth that as late as last September Moscow was planning to attack Poland in May.

These two documents, which were presented by Vladimir Bourtzeff, are the report from the Chief of Staff of the Southwestern Army to his Commander-in-Chief, made after the retreat from Warsaw, and Trotzky's reply to it.

The writer of the report, Petine, said that at that time—last August—the Soviet armies were in such a state that a truce was essential, but that they could be rehabilitated in time to attack Poland again by April. The report, marked "strictly secret," is dated from Kharkov, August 29, 1920. The last part, which is the more important, says:

"The serious defeats suffered on the Polish front have had for result, in addition to heavy losses, increasing disintegration of the army. The co-efficient of deserters is 12 percent of the effectives, and the figure is growing to 50 percent for recruits from the Kiev district and 90 percent for those from Poltava. These factors preclude the possibility of continuing offensive operations at this moment and demand the conclusion, at any price, of a prolonged armistice, or even of a peace with Poland. Otherwise the debacle of the army will bring about the fall of the regime.

"A truce of from four to six months is absolutely indispensable for us. This will permit us to liquidate the Crimean front and perhaps to settle with Petlura. In this way we will have next April only the Polish front. At that date our army can be hurled against Poland. Our concentration ought to be made on the right bank of the Dnieper, in order to strike a blow in the direction of Lemberg and Warsaw. I make this condition because in case of defeat the Polish army will thus be thrown against the German frontier, and there is no reason to doubt the good intentions of the Germans toward us.

"I ask you to let me know by telegraph the decision the Soviet will take, in order that I may have time to take all necessary measures."

Trotzky's reply, in Official Telegram No. 17,143, dated Kharkov, September 8, 1920, addressed to the Commander of the Southwestern front, says:

"The Soviet has recognised the justice of the considerations set forth in your report, except for the time, which ought to be postponed until May. All measures will be taken to realise your desires. Let us hope for full success. Details by Courier No. 23,174.

"TROTZKY."

CANADA'S CAR ROSTER FIVE TIMES 1914 TOTAL

Canadian auto registrations for 1919 show a total of 341,396. These figures are five times in excess of those for 1914. The gain in Prince Edward Island was the largest, being 3,019 per cent, while Ontario had the largest gain in number of machines, 113,080.

How to Tell if you have Kidney Trouble

Does it make you think—when you wake up with a headache and a nasty taste in your mouth?

When you start the day as tired as when you finish?

When you get those stabbing pains in the back?

When your arms and legs ache?

When you feel irritable and depressed?

All these mean kidney troubles, and kidney troubles demand a kidney remedy; not one which affects the bowels, but one that goes straight to the kidneys and bladder.

For all these painful symptoms—and for the most stubborn cases of rheumatism, gout, sciatica, lumbago, gravel, bladder inflammation, and Bright's Disease—there is one sure and safe remedy—De Witt's Kidney and Bladder Pills. Read what others say about them. Mr. Albert Carpenter, of 17, Lambeth-walk, Westminster, S.W., says:—

"My kidneys and bladder were weak from childhood, and time after time I was ill, and often in hospital with rheumatism. In March, 1912, I was in a very critical condition with rheumatic fever, when a small box of De Witt's Kidney and Bladder Pills was given to my mother. I started taking them, and in two days I could move about again. I continued the treatment, and after six weeks I returned to work, and have continued ever since. I can lift and handle half a hundredweight of metal with ease, and without any traces of my old pains." This letter was written in 1912. Seven years later Mr. Carpenter wrote confirming his previous testimonial. He says: "I have recommended De Witt's Kidney and Bladder Pills to many people—some of them very bad cases—and I have never known them fail."

If the kidneys are weak or diseased, the waste substances of the body which they should filter from the blood are retained in the system, causing auto-intoxication, or self-poisoning. These poisons, in the form of tiny jagged crystals of uric acid, accumulate in all parts of the body, causing those agonising, tearing, stabbing pains in the back and limbs.

You can only free the body of this poison by promoting the healthy vigorous action of the kidneys and bladder. This must be done by means of a remedy which will purge them as other remedies purge the bowels, so that they will be able to continue properly their work of passing off the uric acid from the system.

Mr. A. CARPENTER, (from Photo.)

De Witt's Kidney and Bladder Pills cure all complaints of the kidneys and bladder by removing the cause—the poisonous uric acid—right out of the blood through the bladder. When you see a blue tinge in the urine you know that the healing properties are doing their work, and you may expect immediate relief from pain.

Remember, if you neglect symptoms of kidney trouble you are running a serious risk. Do you know that Bright's Disease causes thousands of deaths every year?

De Witt's Kidney and Bladder Pills go straight to the kidneys and bladder, instead of merely regulating the bowels as most so-called "Kidney pills" do. This is the secret of their marvellous efficacy.

In a recent test out of a hundred bad cases of kidney and bladder trouble, ninety-seven of them were positively cured by De Witt's Kidney and Bladder Pills. Of the other three, two got so much benefit as to be almost sure of a cure, and in the remaining case the disease had gone too far.

Perfectly safe, they are an ideal remedy for old and young alike. "A wonderful little pill—worth its weight in gold!" writes a grateful patient.

If your kidneys are healthy, you make a fair bid for general good health and spirits. Many people's lives are made a burden by those tiring, weakening, backache pains, those rheumatic twinges in the limbs, those burning bladder pains, and discomfort, and the irritability and depression that is always a sure sign of kidney and bladder weakness. These symptoms are the forerunners of rheumatism, gout, lumbago, and bladder inflammation, that make life an incessant torture, or the terrible Bright's Disease that causes so many deaths every year. A proper kidney remedy, properly administered, will remove from the system the poisons which cause all this pain and disease, and promote normal good health and outlook.

De Witt's Kidney and Bladder Pills are a remedy which has stood the test of thousands of chronic cases of kidney trouble. Dissolving in the stomach, their healing ingredients pass right through the kidneys and bladder, exercising a pain-killing, healing, and anti-septic effect.

De Witt's KIDNEY & BLADDER Pills

When you buy the pills, be sure they are De Witt's in the red boxes printed in red and gold, with the red wax seal on the bottle. Give them a fair trial, and prove for yourself what relief they bring. If you would like any further information on this case send a post-card to the makers:—E. C. De Witt and Co. Ltd., 44-45, Rathbone-place, London, W.1, England, mentioning this paper. De Witt's Kidney and Bladder Pills are sold by Chemists and Storekeepers everywhere in every part of the civilised world. If you have any difficulty in obtaining genuine De Witt's Kidney and Bladder Pills with the red seal on the cork, write to The Shanghai Dispensary, Foochow Road, Shanghai.

SIGNS OF SPRING

CLEAN UP, PAINT UP, FIX UP

What will your

FLOORING

look like when the carpets come up?

Why not decide to have

OAK FLOORING THROUGHOUT THE HOUSE?

The cost is not any more than high-class carpets—Tls. 25-40 per *fong* (100 sq. feet). Carpets wear out, but oak flooring never. Oak flooring is hygienic and does not harbour dust and germs; it is easily cleaned and always looks new. A well polished oak floor is infinitely superior in appearance to an ordinary carpet.

We supply OAK for FLOORING, WAINSCOTING, Etc., Kiln-dried and of prime quality

KD

Insist that all lumber for flooring and panelling for interior work bears the "Three Pines" trade mark, and the letters "KD" signifying Kiln-dried, thus ensuring its perfect quality, and suitability for the severe climatic conditions of China.

We give all orders personal attention. After you have placed your order with us, the flooring will be laid and all work carried out under the personal supervision of a foreign expert of the company. We *prefer* to do this for you.

CHINA IMPORT & EXPORT LUMBER Co., Ltd.

Town Office: 6 Kiukiang Road—Main Yard: 80 Yangtszepoo Road

Telephones: East 467, 468 and 469

KD

TRIAL DISCLOSES CLEVER WORK OF A BRITISH SPY

Booth's Suit Against Daily Herald Shows He Posed As War Objector

MINGLED WITH PLOTTERS

Learned Of Plan To Poison George—Wins £500 Verdict

London, Feb. 7.—Curious revelations of how the British Secret Service kept watch over revolutionaries in this country during the war came out today in a libel action brought by Herbert Booth against the printers and proprietors of The Daily Herald. Booth was employed as a secret service agent and sued on account of an article comparing his activities with those of Oliver, a notorious agent provocateur in the pay of the British Government during the Napoleonic wars.

Booth, a barrister's clerk, 41 years old, on "joining up," was assigned to a department with the mystic title "P. M. S. 2" (Parliamentary Military Secretary, Second Section). He was sent out to track down the reasons why a number of shells from certain factories had defective fuses and consequently backfired, and why certain incidents such as the Silverton explosion occurred.

He conceived the idea of going about the country as a conscientious objector, representing his feelings and tendencies as pro-Bolshevist, anti-English and many other things. Under the name of "Brother Bert" he got into revolutionary clubs and mixed with their members. He went in company with a man named Gordon, who was also employed by the department.

It was he who gave the information about the plot to poison Lloyd George by means of poison darts which were to be fired at him while he was playing golf on Walton Heath.

Booth stated in his evidence that he was known among revolutionaries as "Comrade Bert of the Run." He was warmly welcomed at meetings of revolutionaries and received local information as to whether people were "clever" or "foolish" and places where he should not go because the military or police frequented them. If he should find himself in sore need through the police or military, offers of asylum were made to him in clubs and meeting places.

He obtained admission to revolutionary meetings that were jealously guarded, by going with some one, by showing a card, or by bluffing. At one meeting he had the satisfaction of seeing some one else turned out as "Booth the Spy." He had strict instructions that in no circumstances was he to do anything otherwise than play the game.

Asked in cross-examination whether he sometimes gave the revolutionaries drink, Booth replied:

"Yes, I posed as a conscientious objector with money, and no sooner did I get into a place wher there was a bar than I said: 'Come along, comrades!' If they could stand three or four, they had them."

The witness said that his cue was to pose as an affable, jolly fellow. Beer was a very good weapon for him.

The jury gave Booth £500 damages. Three of the jurors were women. One of these, during the afternoon session, knitted serenely. Neither counsel nor the Judge made any remark on this.

Buys Biggest Ship In World For Its New York Service

London, Feb. 11.—The White Star Line has bought the German steamer Bismarck, the largest vessel in the world, from the Reparation Committee. The Bismarck will carry mails and passengers between Southampton, Cherbourg and New York.

The Bismarck, a vessel of 56,000 tons, was built at Hamburg for the Hamburg-American Line. Last Fall it was reported that fire had badly damaged the vessel while lying at her dock in Hamburg. The Bismarck was to have been delivered to the Allies under the terms of the Peace Treaty. The Bismarck is nearly twice the size of the Lusitania, which was 32,000 tons.

Latin Quarter Chef Among War Heroes

Visitors Returning To Paris Learn Of The Fate Of Jules Maincave

Paris, Feb. 11.—There once was a futurist cook who in the days before the war made his name somewhat famous in Paris. He was called Jules Maincave and naturally he kept a restaurant in the Latin Quarter at which his clients were artists with brush and chisel and not as he was with vegetables and meat. What had become of him has been often asked by old habitues of the quarter who have returned since the war to Paris, and in the Figaro today the story is told of his fate.

Three days after the war began he was mobilised and went to the front in the ranks of the Ninetieth Regiment of French Infantry. After some months of hard fighting he was named cook of his company and at once his genius asserted itself.

He was not content to serve out the usual soldier fare of soup and stew. Beside his field kitchen under a rain of shells and bullets he kept intact his artistic soul. With macaroni, lentils and morsels of army beef he created dishes that were the envy of every other company in the line. With wild herbs gathered in the shell-torn woods he flavored his stews so subtly that officers from other companies used to invite themselves to dinner. His beefsteaks "d'attaque" and cheese soup au pinard were the joy of the whole trench.

Maincave's fame spread, and before the battle of the Somme he was summoned to prepare a meal for the Divisional Staff, at the head of which was General Gourand. The General tasted his soup and expressed satisfaction. When he reached the delicious pastry he sent for the cook and asked him to make more.

"That gives me more pleasure than my Croix de Guerre," he replied as he departed to fulfill his orders.

Alas, his eagerness led to his death. In the great battle of the Somme in 1916 he pushed forward his kitchen further than was wise in order to give his company the benefit of his art. When told to take his kitchen to a dugout he complained that he could not cook there. A few minutes later a shell fell within a yard of where he was working and the artist chef was picked up lifeless and buried with all the honors his company could render him.

TURKISH HAREMS ARE DISAPPEARING FROM STAMBOUL

Women Becoming Emancipated Object To Being On Public View

MOTLEY MOB IN STREETS

Traditional Veil Discarded By Many Or Its Thickness Modified

Constantinople, Feb. 5.—The first question naturally asked by post war visitors is how the traditional multiple home idea survived the war, but it is no longer possible to get permission to visit a harem and contemplate the veiled beauties therein munching the candy known as Turkish delight.

The Turkish women have not as yet obtained the vote, but they have become emancipated beyond the stage where they will submit to being placed on public view, and while, just as in many other countries, men may manage to keep two or three households running at the same time, even the Turks have decided that it is a dangerous principle to concentrate all the attractions under the same roof.

Constantinople today provides every possible type in its motley throng. Veritable mobs parade the streets from dawn to twilight apparently not caring whether they work or not. Thousands of diseased persons brush shoulders with Western visitors as they try to escape the menace of Turkish military automobiles or big Rolls-Royce cars manipulated by British control policemen.

POLYGLOT CROWDS

Groups of American sailors are to be seen everywhere, all enjoying shore liberty, which temporarily causes them to forget the dry regime in the homeland. Armenian pickpockets lift purses from the pockets of would be purchasers unless the Jewish money lenders get there first. Italian carabinieri and Senegalese riflemen add to the polyglot note in this new Babel in which each person goes about with the usual lack of appreciation for any tongue but his own, and all laugh immoderately when a queue of several hundred Russian refugees seeking the aid of their Ambassador wander helplessly into the busy throngs, from which they are only extricated after the police of all nationalities have tried to explain the proper route.

What has become of the Ottoman woman whose timidity has been described for generations by Eastern writers? She is there, but she is growing more like her Western sisters every day. Thousands have abandoned the charchaf, and even those who have retained the traditional veil have modified its thickness according to their desire to appease the jealousy of their husbands.

But despite this ever increasing throng of internationals Constantinople cannot be called a city of gayety. There are only a few motion picture houses, badly equipped, two mediocre theaters and several brilliantly illuminated Russian restaurants which try to stir up enthusiasm. Everywhere the crushing of the Turkish Empire has left an atmosphere of heavy melancholy which even the Russian violinists and dancers and titled Russian women who have been engaged as waitresses cannot destroy.

LITTLE GAYETY

It is a fact that after having ceremoniously kissed the hand of the lady who takes your dinner order, it is rather difficult to stir up enthusiasm over the faded, overmended silk hosiery of the refugee danseuse, who are probably thinking more of what happened to their relatives in South Russia than of their terpsichorean ability.

To Western people the Greek invasion is becoming highly objectionable. They are found everywhere boasting that the country is theirs now and are flying flags at half-staff whenever a Greek under diplomat dies. They have gained fortunes by speculating, but they have made Constantinople one of the most expensive cities in the world to live in. An ordinary hotel room now costs about $12, and the Turkish omnipresent cab about $20 an hour.

A haircut, badly done, costs eleven francs, and a small bottle of beer nine francs. But while other features of the Turkish capital have changed the love of the natives for baksheesh tips remains stable, although the minimum for the slightest service, such as polishing a pair of shoes, is now about one pound Turkish.

Despite all the invasions by Moslem enemies the inner soul of the nation itself still is deeply religious. Nightly amid the raucous cries of the Armenians, the slanders of the Greeks and the vile epithets flung at them by the Jews, the Muezzin's call for prayers resounds through every quarter of Stamboul, while the Turks of all political creeds ignore the presence of their new oppressors and petition Allah to lift their burden and bring peace to their long tried nation.

This is the Constantinople of today. What it will be tomorrow, when the prospectors and speculators arrive to test the newly discovered oil fields or the soviets attempt to drive westward through Stamboul, nobody knows. But it is certain that the change will not be for the better.

THE COST
of almost every commodity nowadays has risen to a most serious extent, owing to the depreciation of the dollar, and so the fine art
OF LIVING
on a pre-war scale with, in comparison, less than pre-war wages has
REDUCED
many a man and woman to despair. It is essential—as well as most desirable—to keep as fit as possible
THROUGH
the present crisis of high prices and a low dollar. A man's earning capacity must be at its very highest if he is to continue to enjoy some of the luxuries of Shanghai life. By
TAKING
the utmost care of his health, however, a man can ensure an adequate return for his labour and many people rely on keeping fit and well by the occasional use of
BEECHAM'S PILLS.
(WORTH A DOLLAR A DOSE)
The World's standard remedy for Constipation, Biliousness; Stomach, Liver & Bowel Complaints.
FAMOUS FOR OVER SEVENTY YEARS.

Would You Like to

—try Corona yourself? You can coronatype as well as the best of them. Just hit the key, Corona does the rest—a sturdy, neat, six-pound machine that folds up, goes with you, typewrites everywhere, at home, in the office, or on the train. Coronatyped personal letters are "good form." Coronatyped business letters are neat and legible. But judge Corona for yourself—call, phone or write, and you will be given the opportunity.

CORONA
The Personal Writing Machine

For Sale in Shanghai by
INTERNATIONAL CORRESPONDENCE SCHOOLS,
CHINESE-AMERICAN PUBLISHING CO.
OFFICE APPLIANCE CO., BREWER & CO.,
EDWARD EVANS & SONS, MISSION BOOK CO.,
SINCERE CO., COMMERCIAL PRESS,
and
DODGE & SEYMOUR (China), LTD.
89-91 Rue Montauban Telephone, Central 322.

Universal Film Manufacturing Co.
of New York

has opened a branch office at 122 Szechuen Road for the purpose of distributing and leasing its products to motion picture theatres throughout China, co-operating with existing theatre-owners as well as prospective owners.

The Universal has brought and will continue to bring to Shanghai ENTIRELY NEW PICTURES.

This will afford the public the much desired opportunity of seeing pictures which have not been screened previously in any theatre anywhere.

The Universal owns and operates the largest Producing Plant in the WORLD, at UNIVERSAL CITY, California.

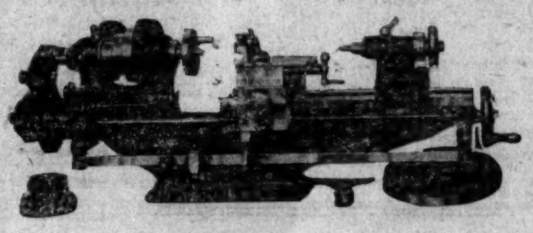
Announcements will appear in the Shanghai papers stating where Universal Pictures will be shown, and if you go to see them, you will see clean, high-class and entirely new pictures.

FIVE UNIVERSAL SERIALS were shown in this city last month.

See the "DRAGON'S NET," the only serial filmed in the Orient—it's a UNIVERSAL.

Universal Film Manufacturing Co. of New York
122 Szechuen Road, Shanghai.

DRUMMOND LATHES & MACHINE TOOLS



The Lathes which well do *Heavier*, more *accurate* and more varied work than any other lathes of their Size.

The Illustration shows a 3½ inch. Self acting, Sliding, and Screw cutting lathe, as used on every, Battleship, Cruiser, and Destroyer in the British Navy for universal repair work.

For prices and particulars apply to the Sole Agents:
INNISS & RIDDLE (China), LTD.
Tel: Central 6018 5 Ezra Road, Shanghai

CORONA TYPEWRITERS
TECHNICAL SUPPLY CO.
83 Szechuen Road

CHINA MOTORS, LTD.

Webeg to announce that our CAR HIRE CHARGES have now been reduced to

$1.00 for Short Trips not exceeding 15 minutes.

$4.00 per hour

For the convenience of Customers we have our own attendants in the Lobbies of the Astor House and Palace Hotels; also direct Telephonic Communication with both our Garages.

If you want to ride in a nice, clean, comfortable, five-passenger

HUPMOBILE or DODGE

Telephone

STAR GARAGE or EASTERN GARAGE

Tel No. West 197 Tel. No. Central 1159

GETTING RID OF THAT COLD AND COUGH

is a matter of obtaining the proper remedies. Do not let a cough "hang on" break it up and get rid of it. This is the season of the year when many people have or contract for the first time chronic disorders of the respiratory organs.

KOFA PREPARATIONS AGAINST COUGHS, COLDS AND INFLAMATION OF THE RESPIRATORY ORGANS ARE EXCELLENT

KOFA EUCALYPTOL PASTILLES
$0.50 per tin
PARAMINT THROAT TABLETS
$0.50 per bottle
$0.75 per bottle
PECTORAL SYRUP FOR CHILDREN
$0.50 per small bottle
$1.00 per large bottle
COMPOUND PINE PASTILLES
$0.50 per tin
BROWN MIXT. & AMMON. CHLORIDE LOZENGES
$0.40 per bottle
COUGH LINCTUS
$0.50 per small bottle
$1.00 per large bottle
WHITE PINE COUGH SYRUP
$0.50 per small bottle
$1.00 per large bottle

In ordering by mail, postage and packing will be in addition to the above prices.

AMERICAN DRUG COMPANY
WHOLESALE, RETAIL, AND MANUFACTURING CHEMISTS
42 Nanking Road Telephones to all Departments SHANGHAI

Singer Sewing Machine Co.

beg to notify

the

Public

that on account of the present low exchange, they are reluctantly compelled to

Raise the Prices

on

All Classes and Styles of Machines

25 %

On 1st April, 1921

36437

GREAT SEA CHASE FOR THE GOEBEN TOLD BY ADMIRAL

British Admiral Ordered To Watch German Cruiser, Details Difficulties

GOT CONFLICTING ORDERS

Hostilities Against Austria Caused Important Change In Plans

London, Jan. 19.—Although much has been written about the escape of the German cruisers Goeben and Breslau from Messina to the Dardanelles, and the charge often has been made that the successful flight of these two cruisers was responsible for bringing Turkey into the war on the side of Germany, the man who was assigned to prevent this escape, Admiral Sir A. Berkeley Milne, commander of the British fleet in the Mediterranean during those tense days of July and August, 1914, has come forward with his own explanation of the whole affair.

In a statement covering more than sixty typewritten pages, much of which is taken up in refuting statements of a derogatory nature made by Sir Julian S. Corbett in his "Official History of the War," Admiral Milne tells in detail the position of his ships, the diplomatic complications with which he had to contend, the orders, at times conflicting, which he received from the Admiralty, and finally the efforts made to capture or sink the German ships. At no time does he seek to shift the responsibility, his contention being simply that he did nothing deserving of censure and that in the circumstances nobody else could have done any better.

Moreover, he brings out the point that even before the German ships reached their destination an alliance had been made between Germany and Turkey whereby their fleets were to act in concert, so that Turkey's part in the war had already been decided before the two cruisers made their escape.

ADMIRAL MILNE'S STORY

"At the end of July, 1914," Admiral Milne writes, "the force under my command in the Mediterranean consisted of three battle cruisers of the Second Battle Cruiser Squadron, the four armored cruisers of the First Cruiser Squadron, commanded by Rear Admiral C. T. Troubridge, and four light cruisers and fourteen destroyers.

"When war was expected," Admiral Milne continues, "the possibility that both Austria and Italy would join with Germany must be considered, and the instructions which I received from the Admiralty were framed in accordance with that contingency. Whether or not the possibility was considered that the Ottoman Empire would side with Germany was not known to me. In June I had visited Constantinople in the Inflexible. At that date mines had already been laid in the straits of the Dardanelles, and in following the channel we were brought within close range of the shore batteries.

"Such was the general situation in the Mediterranean when on July 27, 1914, I received from the Admiralty the preliminary telegram of warning. On that day the greater part of the British fleet was at Alexandria in accordance with the cruising arrangements. At Alexandria were two battle cruisers, Inflexible (flag) and Indefatigable, the two armored cruisers Warrior and Black Prince, the four light cruisers and thirteen destroyers.

Rear-Admiral Troubridge, flying his flag in the armored cruiser Defense with the destroyer Grampus was at Durazzo in the Adriatic in accordance with the Admiralty order. There also were the French cruiser Edgar Quinet and the German light cruiser Breslau. These vessels represented the various Powers supporting the international conference then assembled at Scutari for the purpose of settling the affairs of Albania.

REFITTING INDOMITABLE

"The battle cruiser Idomitable was at Malta, where her annual refitting had just begun, a point to be remembered in relation to the sequel. The armored cruiser Duke of Edinburgh was also at Malta. The Goeben, flagship of Admiral Souchon, was then at the Austrian port of Pola, where she had been refitted, and the Breslau, as it has been said, was also on the Adriatic at Durazzo.

"At 8 o'clock in the evening of July 30 I received the telegram from the Admiralty indicating the political situation and containing my instructions."

These instructions placed Admiral Milne in an extremely delicate situation. We as yet had not been declared. He was told that Italy probably would be neutral, that he must prevent the escape of the Goeben and the Breslau, although he could not make a deliberate attack on these ships. He was told to watch the Austrian ships but at the same time was instructed to take care not to become engaged with them.

Yet all these instructions were secondary for the time being to the main task, which was to assist the French in transporting their African army by taking up a covering position and trying to bring into action any fast German ship, particularly the Goeben, which might try to interfere with the operations. Yet at the same time he was told not to get into an action at this state of affairs against superior forces unless it was in a general engagement in which the French took part. Admiral Milne continues:

"On August 2 I received information that the Goeben was coaling at Brindisi on the previous day. The Armiralty informed me that the situation was very critical."

COMPELLED CHANGE PLANS

Later in the afternoon of the same day the Admiral received instructions that made it necessary for him to change his plans. He was told that he should remain at Malta himself but to detach two battle cruisers to shadow the Goeben, and he was also to watch the approaches to the Adriatic with his cruisers and destroyers. Accordingly Rear Admiral Troubridge left Malta the same evening with the Indomitable and Indefatigable the three armored cruisers Defense, Warrior and Duke of Edinburgh and the light cruiser Gloucester and eight destroyers. Part of this force was to shadow the Goeben and another part was instructed to watch the mouth of the Adriatic, while the light cruiser Chatham went to search for the German ships in the Strait of Messina and four destroyers were sent to patrol the Malta channel.

On Monday, August 3, Admiral Milne received further instructions from the Admiralty.

"These instructions," he writes, "were of the greatest moment. The significant clause was 'But the Goeben is your objective.' That order clearly indicated that the two immediate objects were to be pursued simultaneously; the watch upon Austria and Italy in the Adriatic and the watch upon the Goeben, and that of the two the watch upon the Goeben was the most important.

"At 7 a.m. the Chatham reported that neither the Goeben nor the Breslau were in the Strait of Messina. At the same time I received information that the Goeben and Breslau had been sighted early on the previous (Sunday) morning off Cape Trion, the southwest horn of the Gulf of Taranto, heading southwest. It therefore appeared that the two German ships had escaped from the Adriatic.

"Where were the Goeben and the Breslau?" the Admiral asks. "No one knew. At 7 a.m. on Monday the chatham had reported they were not in the Strait of Messina. It was now Tuesday. The fact was they had passed the strait during the night of Sunday, August 2, and Monday, August 3. I received information to that effect at 2 a.m. on the morning of Wednesday, August 5.

"At 8:30 a.m. I received information that Bona had been bombarded by the German ships.

SIGHTED OFF ALGERIA

"At 9:32 a.m. Indomitable and Indefatigable off Bona on the Algerian coast sighted the Goeben and Breslau, which were steering to the eastward.

"The Goeben was seen at once to alter course to port, and Captain Francis W. Kennedy, in command of the Indefatigable, altered to starboard in order to close, but the Goeben promptly turned away and in a few minutes the two ships were passing each other on opposite courses at 8,000 yards. Guns were kept trained fore and aft, but neither side saluted, and after passing, Capt. Kennedy led around in a wide circle and proceeded to shadow the Goeben with his two ships on either quarter. Breslau made off to the northward and disappeared and early in the afternoon could be heard calling up the Cagliari wireless stations. Had a state of war existed then, it is probable there would have been a very different end to that meeting.

At 5 p.m. on August 4, about the time when the two battle cruisers lost sight of the Goeben, I received authority from the Admiralty to engage the German vessels should they attack the French transports. The occasion did not arise and the order was cancelled in the subsequent telegram received two hours later informing me that the Brtish ultimatum presented to Germany would expire at midnight and that no acts of war should be committed before that time.

"The superiority in speed of the enemy necessarily governed all my dispositions. In dispersing my forces to prevent the Goeben and Breslau going westward it was therefore necessary to arrange not to chase but to intercept the enemy. To the westward there were three courses open to them. They might pass north of Corsica or through the Strait of Bonifacio between Corsica and Sardinia, or south of Sardinia between Sardinia and the African coast. I considered that the German ships would avoid both of the first two courses named for fear of the French fleet. In all probability therefore they would try to pass south of Sardinia and thence to Majorica, where a German collier was awaiting them at Palma.

THE TWO CRUISERS CHASED

"Having received no news of the German ships by 6:30 a.m., August 6, I proceeded upon the assumption that they were at Messina and began a sweep to the eastward, north of Sicily with Inflexible, Indefatigable and Weymouth. If the Goeben after coaling at Messina had left the strait by the north entrance he would be sighted by my squadron at about 6 p.m. By 4:40 p.m. I had received no report of the departure of the Goeben from Messina. That she had not escaped westward I knew. She might have gone north, but considering this improbable I determined to close the northern entrance to the Strait of Messina.

"These dispositions had scarcely been made when half an hour later the Gloucester, which was watching the southern end of the strait, reported that the Goeben was coming out of the Strait of Messina, the Breslau following her one mile astern, steering eastward."

Admiral Milne then describes the chase of the German ships conducted by the Gloucester, commanded by Capt. W. A. Howard Kelly. "At 7:30 p.m., August 6, the German ships were steering northeast along the coast of Calabria," he writes, "between Gloucester and the land. As the dark fell they were becoming lost to sight, and Capt. Kelly in order to keep them in view and to get them in the light of the moon steered inshore to reverse the position. In so doing he ran well within range of the Goeben, which could have sunk him, and proceeded on her port quarter. The Breslau then began to pinch him inshore and Capt. Kelly was obliged to drop back. The Breslau steered to cross his bows. Capt. Kelly altered course to meet her and the two ships passed at a distance of 4,000 yards. Capt. Kelly rightly considering it to be his first duty to follow the Goeben did not open fire. Breslau retreated eastsouthward and disappeared. Capt. Kelly held on in chase of Goeben. At about 2 o'clock Goeben, then off the Gulf of Squillace, also altered course to the southward.

"In the meantime Rear Admiral Troubridge, who had been patrolling with the first cruiser squadron (Defense, Warrior, Duke of Edinburgh and Black Prince) off Caphalonia, on the west coast of Greece, upon learning that the German ships were steering northeastward, went north in order to engage them off Fano Island should they attempt to enter the Adriatic. When he learned that the Goeben and Breslau had altered course to the southward Rear Admiral Troubridge, at midnight on the night of August 6-7, turned south to intercept them.

"At 4 a.m. of August 7 I received information from Rear-Admiral Troubridge that he had abandoned the chase of the German ships, or, to be more exact, that he had abandoned his intention of intercepting them and bringing them to action. For his conduct on this occasion Rear-Admiral Troubridge was tried by court-martial and was 'fully and honorably acquitted.'

OPENED FIRE ON BRESLAU

"At about the time (midnight, August 6-7) when Rear-Admiral Troubridge turned south off Santa Maura to intercept the German ships the Dublin and two destroyers on the way to join the Rear-Admiral sighted in the moonlight smoke on the horizon. Captain John Kelly, commanding the Dublin, had been guided by signals received from his brother, Captain W. A. Howard Kelly, commanding the Gloucester, then chasing the Goeben. At first Captain Kelly in Dublin took the ship in sight to be Goeben. Then the signals from Gloucester told him that she must be Breslau, and at 4 a.m. he altered course to attack Goeben by torpedo. But Captain John Kelly failed to find Goeben.

"Captain Howard Kelly in Gloucester continued his pursuit of Goeben. At about 5:30 a.m. August 7 I signalled to Captain Kelly instructing him gradually to drop astern and to avoid capture. Captain Kelly held on and at 10:30 a.m. Breslau rejoined Goeben. At about 1 p.m. Breslau in order to check Gloucester began to drop astern. Captain Kelly in order to keep Goeben in sight determined to engage Breslau, so that either she would be forced to retreat toward Goeben or Goeben would be compelled to turn back. At 1:35 p.m. he opened fire, which was returned.

"Captain Kelly increased speed, brought the enemy on his starboard quarter and continued fire, it is believed with effect. The maneuver had the result intended, for the Goeben turned sixteen points and opened fire, whereupon Captain Kelly broke off the action, retreated and then continued the chase until the German ships had rounded Cape Matapan.

GOEBEN'S WIRELESS PICKED UP

"On Sunday, August 9, I received no reliable information concerning the then position of the German vessels. The Goeben and Breslau were in fact at Denusa, a small island at the mouth of the Ægean, at which they arrived on August 8. But this I did not know.

At 9:30 a.m., August 10, wireless signals of the note and code used by the Goeben were reecognised, but the direction could not be ascertained. In case the Goeben might be to the southward of the squadron, course was altered to the south, the ships being spread twelve miles apart. Soon afterward signals were heard which seemed to confirm the southerly position of the Goeben. But at 2:10 p.m., as signals became weaker, the squadron turned northward again.

"It was 10:30 a.m., August 11, that I received the first definite information of the position of the German vessels since they had been sighted by the Gloucester at 5 o'clock on August 7. The news was received in a telegram from Malta informing me that the Goeben and Breslau had arrived at the Dardanelles at 9 o'clock on the previous evening, August 10.

"Weymouth was immediately ordered to proceed at full speed to watch the Dardanelles, and if the German vessels were not to be seen to pass up to Chanak, hugging the European shore. The battle cruisers proceeded to a position northwest of Psara Island (about the middle of the Ægean Sea) to maintain a watch for the German vessels until the position could be ascertained by the light cruisers. Chatham and Gloucester were ordered to rejoin flag after dark. Dublin, then coaling at Milo Island, was ordered to be ready to pick up and pursue Goeben if she came south.

BLOCKED IN DARDANELLES

"At 3:08 p.m. I received a telegram from the Admiralty stating that Goeben and Breslau had arrived in the Dardanelles the previous evening, and ordering me to establish a blockade of the Dardanelles, an order which was subsequently modified to instructions to keep watch in case the German ships came out.

"At 5 p.m. Weymouth arrived off the Dardanelles, where she was met by two Turkish torpedo boats and was greeted by a blank charge fired by one of the forts. She reported that the signal station refused her permission to enter and that guns from forts on both sides were trained upon her.

"Weymouth was ordered to remain three miles outside the Dardanelles and to report if the enemy, who was at Chanak, came out. The battle cruisers were dispersed upon a patrol whose northern limit was seventeen miles southwest from Tenedos Island. Chatham and Gloucester were assigned to watching positions.

"On Wednesday, August 12, a Turkish military officer came out out in a torpedo boat and at 8 a.m. informed Capt. William D. Church, in command of the Weymouth, that the Goeben and Breslau were then at Constantinople and that they had been purchased by the Turkish Government. During the day I was informed that the Goeben sailed from Chanak for Constantinople at 2 p.m. on the previous day; that the Breslau was anchored off Nagara Point; that the General (with the Coreovado) were at Constantinople, and that all these vessels were flying the German flag!"

Boozy Hiccoughers Gets Tip From Paris

Noted Neurologist Reports Discovery Of How To Stop 'Em

Paris, Feb. 5.—Have you ever been a victim of hiccoughs just when a liquor sleuth put in his appearance and everything depended on suppressing suspicious circumstances?

Dr. Vincent, a noted French neurologist, has just found a new method for getting out of such a predicament. In a report to the French Medical Society he says hiccoughs can be stopped by applying heavy pressure by the fingers in the hollow about an inch above the middle of the left collar bone. As soon as the fingers touch the course of the fifth cervical nerve the hiccoughs cease, not returning for several hours, when the suspicious liquor trailer probably will have been deceived and have abandoned the chase.

LATEST DISPLAY
of
SPRING
DRESSES
and
MILLINERY

at
SALON de MODES
3 BROADWAY
SHANGHAI

BEAVER BOARD
FOR BETTER WALLS & CEILINGS

Use the Waste Spaces

Finding an extra bed room, den, sewing room or work room at home, or building in private offices or other rooms in the store or factory, is merely a matter of utilizing the waste spaces.

Wherever you have an unfinished attic, basement or storage room, you only need walls and ceilings of Beaver Board to turn the waste space into good looking rooms of real usefulness.

Once you learn what easy, quick, clean work Beaver Boarding is you'll want to make the change at once. Let us explain what you can do with this "knotless, crackless, manufactured lumber." Phone, write or call.

THE NEW ATTIC ROOM

THE BUILT-IN OFFICE

Sole Agents for BEAVER BOARD in China & Japan

DODWELL & CO., LTD.

Union Building Phone Central 117

"BEAR BRAND" STERILIZED

BERNESE ALPS MILK
"The Richest of all Tinned Milks Tested"
says the committee on Infant and Invalid Diet of the Medical Missionary Association of China.

Sold by all Grocers

Sole Agents
ANDREWS & GEORGE
95 Szechuen Road
Shanghai. Phone C. 454

RONEO
OFFICE APPLIANCES

$18 per Gross — VENUS COPYING PENCILS — $18 per Gross

MULDIVO CALCULATING MACHINES
All models—British-make
OLIVER TYPEWRITERS—No. 9 and No. 10.
in various sizes
—RONEO DUPLICATORS—
FIELD'S INKS all colours
CARIBONUM CARBON PAPER all colours, all sizes

Andrews & George (Typewriter Dept.)
行洋豐美
No. 9B Kiangse Road. Phone C. 923.

SPRING TIME IS HERE

The call of the open is keen. When going on any trip, just remember, that a supply of AERATED WATERS will add to its pleasures, and at the same time quench your thirst. Nothing is more delicious with lunch in the open. And see how the kiddies enjoy it.

If you do not want to be bothered with bottles, our delicious Fruit Crystals will serve the same purpose.

Watson's Mineral Water Co.
Town office. 11 Ningpo Rd., Tel. Central 2726.
Factory 134 North Szechuen Road, Tel. North 795.
(Factory always open for inspection)

TAXI PHONE WEST 189
FORD HIRE SERVICE
$3 per hr. $1.00 per 20 min.
77 ROUTE VALLON

FIRE

North Soochow Road and North Thibet Road, March 11th, 1921.

Owing to the magnitude of the loss, the Insurance Companies have found it necessary in order to expedite the settlement to appoint Messrs. Lowe, Bingham and Matthews, C. A. as Joint Assessors with Messrs. L. Moore & Co., Ltd., in connection with the Adjustment.

Special Office accommodation is being obtained for the Joint Adjusters and pending this all communications should be sent to the Adjusters c/o L. Moore & Co., Ltd.

Messrs. Noel Murray & Co., Ltd., are dealing with the disposal of the Salvage.

For the Committee,
R. W. PAULDEN,
Chairman.

FIRE

Nos. 58-69 North Soochow Road and Nos. 1-4, 5 North Thibet Road and/or adjoining premises, March 11th, 1921.

Insurance Companies having interest in the above fire are requested to communicate as soon as possible with the Undersigned who have been appointed to act as Assessors of this loss.

L. MOORE & CO., LTD., and
LOWE, BINGHAM & MATTHEWS. C.A.
Joint Assessors.

FIRE

North Soochow Road and North Thibet Road, March 11th, 1921.

The attention of all those concerned in the loss by fire on Buildings or Contents of Nos. 58, 59, 60, 61, 62, 63, 64 and 65 North Soochow Road and Nos. 1, 4, 5 North Thibet Road or other premises suffering in the same fire, is directed to the following clause which is embodied in the conditions of all Insurance Companies' policies:—

On the happening of any loss or damage the Insured shall forthwith give notice in writing thereof to the Company, and shall within 15 days after the loss or damage, or such further time as the Company may in writing allow in that behalf, deliver to the Company:—

(a) A claim in writing for the loss and damage containing as particular an account as may be reasonably practicable of all the several articles or items of property damaged or destroyed, and of the amount of the loss or damage thereto respectively, having regard to their value at the time of the loss or damage, not including profit of any kind.

(b) Particulars of all other Insurances, if any.

The insured shall also at all times at his own expense produce, procure and give to the Company all such further particulars, plans, specifications, books, vouchers, invoice, duplicates, or copies thereof, documents, proofs, and information with respect to the claim and the origin and cause of the fire, and the circumstances under which the loss or damage occurred, and any matter touching the liability or the amount of the liability of the Company as may be reasonably required by or on behalf of the Company together with a declaration on oath or in other legal form of the truth of the claim and of any matters connected therewith.

No claim under this Policy shall be payable unless the terms of this condition have been complied with.

The assistance and co-operation of all Banks is requested in this connection.

L. MOORE & CO., LTD., and
LOWE, BINGHAM & MATTHEWS. C.A.
Joint Assessors.

36422

The Small Investors' Company

Telephone C. 977 8a Peking Road
(First Floor)

Smallest deal Taels 100

WE SELL TO YOU FOR CASH (plus 1 per cent.) Minimum Brokerage Taels 2.00.

(It costs us ½ per cent to buy from the local Stock Exchanges who charge us a minimum brokerage of Tls. 2.00).

WE WILL SELL FOR CASH,

On THURSDAY MORNING, 17th MARCH, 1921.

(At Stock Exchange ruling prices plus 1 per cent).

Lots of 5.10.15.20 or more	Yangtszepoo Cottons.
„ of 5.10.20 or more	New Engineerings.
„ of 5.10 or more	Anglo-French Lands.
„ of 1 or more	Shanghai Docks.
„ of 10.20 or more	Oriental Cottons.
„ of 10 or more	Culty Dairy.
„ of 10.25 or more	Yangtze Insurance.
„ of 10.20.30 or more	Far Eastern Insce.
„ of 4.5 or more	Telephones.
„ of 100.150	Anglo-Dutch.
„ of 20.21.25.50 or 100	Anglo-Javas.
„ of 100 or more	Ziangbes.

We have all of the above in Stock
We are Buyers of all above Shares For Cash, Less One Per Cent.

The Small Investors' Company,
DOUGLAS FLEMING,
Manager.

HINTS BRITISH USE PRESS IN U. S.

Borah Asks Light On Alleged Navy Propaganda Against Program

BATTLESHIP INQUIRY

Says War Will Follow If Sea Armament Race Continues

Washington, Feb. 11.—Defending his position that it is practicable, as well as wise, for the United States to suspend its naval building program for a period of at least six months in order that it may be determined whether the battleship is obsolete and what constitutes a modern fighting navy, Senator Borah made it plain to the Senate today that he did not subscribe to the report presented to the Senate yesterday by the Committee on Naval Affairs. He intimated that the committee had not given due consideration to the arguments advanced by those who contend that the day of the capital ship is past and that the day of the submarine and aircraft is at hand.

Senator Poindexter, who presented the committee's report to the Senate, stated that it was the carefully considered conclusion of the officers of the General Board of the navy, and added that those views were concurred in by the Navy Department and by the Senate Committee on Naval Affairs. He denied that Senator Borah's information that Great Britain, France and Italy were enjoying a naval holiday so far as capital ship construction is concerned, was accurate. But for the Grand Fleet of Great Britain, backed by the united navies of America, France, Italy and Japan, said Senator Poindexter, Germany would have won the war.

Senator Borah referred to published articles which alleged that Great Britain was carrying on active propaganda in this country, the purpose of which was to prevent the American naval program from being completed.

Haers Navy Has Propaganda Proo

NAVY PROPAGANDA

"This propaganda, it is said, is for the purpose of bringing about a cessation of capital ship construction by the United States," said Senator Borah. "They even say that proof that such propaganda is being directed against our naval program is in the possession of the Navy Department here in Washington. If it is true, the people should know it.

"We are informed that the British are working to delay our program. The British Ambassador, we are informed, is on his way back to this country with a plan for disarmament and at the same time we are told that this propaganda is going on. I would like to ask the Senator from Washington, Mr. Poindexter, if the committee investigated this?"

"There was something to that effect," replied Senator Poindexter, "but the committee is of the opinion that it should not be made public at this time. The Senator may have the information if he desires."

"Unless I am permitted to make it public I would not receive it," said Mr. Borah. "I am told that the British actually circulated false propaganda to interfere with our naval plans. My own opinion is that such evidence is not in existence. I have every reason to believe that Great Britain has not laid down a single capital ship since the Battle of Jutland."

CAUTION IN BUILDING

In opening his argument Senator Borah said:

"A few days ago I offered a resolution which was sent to the Committee on Naval Affairs, asking the view of that committee as to the practicability and the wisdom of suspending our naval program for a period of six months. The committee has replied. I have read that reply and I wish to say that I feel that this matter has another side than that presented by the committee and that this other side is worthy of our consideration. It is a subject with which we must deal in a few days when another appropriation measure (the navy bill) comes before us and it is my intention to get certain information into the record along with the report of the committee.

"My resolution did not relate to disarmament, but was intended solely to determine whether or not we are now building a navy that will be when completed a modern fighting navy. If it should develop that the navy now being constructed is not the most efficient navy it would be a double crime on the part of Congress to proceed with that navy. It would not only be a crime against the taxpayers, but it would also be unfair to the people whom this navy profess to protect.

"I am frank to say that I do not think that we have given sufficient attention to this matter. As a general proposition it has not been a subject that has been sufficiently considered by the people of the country.

"In the great war Germany had in her submarine fleet not more than 10,000 men, and these men, despite the Grand Fleet, supported as it was by the navies of America, France, Italy and Japan, almost won the war and did bring Great Britain to the verge of starvation. This must impress any one that here is a phase of naval warfare that must be considered in the building up of any modern fighting navy.

"My only desire is to bring to the attention of the Senate and people of this country the views of those who differ from the conclusion of the Committee on Naval Affairs. I am not here to offer expert opinions, for I am not an expert, but I do want to cite those who are qualified to speak, and who, I believe, speak in good faith."

DIFFERING BRITISH VIEWS

Senator Borah then said that Great Britain had suspended her building program for six months and had referred the whole naval question to the Committee on Imperial Defense, which committee was still at work trying to find what a modern fighting navy really was.

"Great Britain," continued Borah, "has not laid down a single capital ship since the war, and the same is true of France and Italy."

Senator Borah then read excerpts from the opinions of various British officers, among them the articles written for The London Times by Rear Admiral S. S. Hall, R.N., who believes that the capital ship has about reached the obsolete stage and that naval wars of the future will be won in the air and under the water. Admiral Hall quoted Admiral Jellicoe as authority for the statement that not in 200 years had Great Britain been so near disaster as she was at a certain stage of the war when German submarine activities reached the peak.

"What was Admiral Hall's command in the war?" asked Senator McCormick.

"I do not know," replied Senator Borah, "but I believe he speaks with authority."

Another article read by Senator Borah set forth that the day might not be far away when Great Britain would be the third naval power. Senator Hitchcock asked him if this was not a plain intimation that in such an event the United States and Japan would be the first and second naval powers.

"This is a situation, if true," said Senator Hitchcock, "that we should bear in mind in discussing the naval problem. We must remember that the positions of the United States and Great Britain are very different. The people of the British Isles are dependent upon commerce to live, while this country, situated on a great continent between the oceans, is self-supporting. Situated as they are, the British Isles are a target for submarine attack, while because of our long coast lines submarine attack is less effective against this country. We must consider the position of Japan in the Pacific. Is what the writer says is true regarding the likehood of Great Britain dropping to third place."

"Does the Senator from Idaho know," asked Senator Brandegee "that the Japanese Diet declined today to reduce Japan's naval building program?"

NOT URGING DISARMAMENT

"I am not discussing disarmament," was the reply. "I do not want the United States to disarm except by an agreement entered into with the other great powers. I am not opposed to the United States having an efficient navy, but I want to know what kind of a navy we must have if we are to have one that is efficient in the modern sense of the word."

If battleships were becoming obsolete, Senator Borah said, he wished it understood that he preferred to have the $300,000,000 that would be expended to complete six dreadnoughts, now authorised, used to build submarines and aircraft.

"Both Admiral Sims and Admiral Fiske, who have been cited by the Senator, urged the Naval Committee to continue the construction of these six ships," said Senator McCormick.

"No man can read the testimony of Sims and Fiske before the House Committee on Naval Affairs," replied Senator Borah. "and not conclude that these officers are of the opinion that capital ships will be obsolete in five years."

"Well, that was not the testimony they gave before the Senate committee," Senator McCormick answered.

"I have not suggested," replied Senator Borah, "that we do away with our battleships. In giving the testimony of those who believe that such ships are obsolete. I am as certain as I can be of anything that, if this building program race is carried along by the great nations that war will follow as certain as night follows the day. I propose to do all I can to make that impossible.

"In view of our $2,000,000,000 debt and with a $2,000,000,000 deficit facing us in next few weeks, I do not think it is necessary to point out that every dollar from the United States Treasury counts. I favor, as I have said before, stopping this program for six months or for a year until we find out where we are at."

WITHHOLDS OFFICER'S NAME

Senator Borah then quoted certain unnamed American naval officers who are of the submarine-aircraft school. He said he was not permitted to make the names public, but that he was willing to give them to the Committee on Naval Affairs. One of these officers was quoted as saying that, in a few years, "a surface ship can go nowhere except to the bottom."

"This officer is an Admiral of the United States Navy," added Senator Borah.

"Is he on active duty or retired?" Senator Brandagee asked.

"He is retired. He retired after forty-seven years' active service," replied Senator Borah.

Senator Poindexter, replying to Senator Borah, said that neither the General Board of the Navy nor the Committee on Naval Affairs underestimated the importance of the submarine or aircraft in naval warfare. The contention of the General Board, he added, was that the battleship remained the backbone of the fighting fleet, and that the destroyer, the submarine and the flying machine remained as auxiliaries of the first importance to all fleets. The Grand Fleet of Great Britain, backed by the allied navies, he contended, proved the efficiency of the capital ship. It was the Grand Fleet, he added, that bottled up the German high seas fleet and in the end assured allied victory.

Japanese Sentries Demanding Passes To Russian Island

Vladivostok, Feb. 23.—The population here complains that the Japanese sentries demand passes from Russian citizens who are staying on the Russian Island and have to go there from Eghersseld in the suburbs of Vladivostok, on ice.

These passes are issued by the Japanese Command, which is claimed to be an encroachment upon Russian sovereign rights.

Clemenceau Refused To Be Phonographed

Told The Sorbonne's Spokesman World Had Had Enough Of His Tongue

Paris, Feb. 11.—What Georges Clemenceau did in his life and generation and much of what he wrote and said will be preserved in the history of mankind, but the sound of his voice will die with him, by his own decision. A few weeks before he sailed for India, where he has been hunting tigers with as much success as he used to hunt political opponents out of office in the days when he earned his nickname, he was asked by the Institute of the Sorbonne to allow a phonographic record to be made of his voice so that it might be preserved to future generations. He refused the request with the remark that his tongue had sufficed for his generation and none hereafter was likely to want to hear the sound of it.

When he returns here next month he will be asked to reconsider his decision, for a new scheme is on foot to complete as far as possible the collection of phonographic records of the voices of the famous men now in the institute and at the same time to make a permanent collection of cinematograph films taken on famous occasions. In these joint libraries of disks and films will be preserved for all time the voices and appearance of the famous men of this generation.

Millerand's Whims Boon To Paris Tailors

Orders Pour In For Copies Of French President's Frock Coat

Paris, Feb. 5.—If President Millerand of France were out after votes he would have the unanimous support of the tailors. As the result of his declaration that he would wear the old fashioned frock coat instead of the more modern morning coat, fashionable tailors are experiencing an unexpected rush in order to dress diplomatists and politicians properly for the series of daytime receptions to be given in honor of President Pilsudski of Poland.

The frock coat seemed to have disappeared entirely since the war, owners bundling them into rag bags when the morning coat came into vogue. But they are now wishing they hadn't, as the frock coat outfit, properly made, adds not less than 1,000 francs to a man's winter clothing budget, with the possibility that President Millerand's love for unconventionality may again change the fashion if everybody apes his clothing.

KRYPTOK

Invisible Bifocal Lenses will save you from the embarrassment of two pairs of spectacles. The Kryptok lens combines far and near vision in a single lens and is quite invisible We specialise in fitting eyes with Kryptoks

CHINESE OPTICAL COMPANY
Refracting and Manufacturing under charge of
America Graduate Optometrists
P352 Nanking, cor. Lloyd Roads.

BRITISH THOMSON-HOUSTON CO., LTD., COVENTRY

B. T. H.
Magnetos
Hold the
World's
Records

B. T. H.
Magnetos
In all Types
For all Motors.
Stocks Carried

For prices and particulars apply to
Inniss & Riddle (China), Ltd.
Telephone: Central 6018 5 Ezra Road, Shanghai

Thom Shing
ANNOUNCES
THE ARRIVAL OF
Spring and Summer Patterns

Select Your Spring Suit, Spring Overcoat, Tuxedo-Full Dress, Etc., Etc., Etc. from the excellent display we offer.

Look over our latest American Styles.

Located at
G-20 Tiendong Road
A few steps from Broadway

VICTOR RECORDS
THE RECORD OF QUALITY
MARCH RECORDS
JUST RECEIVED
These are the Eagerly-Awaited
DANCE RECORDS
They are Guaranteed to keep you at Least Two Jumps Ahead of Gloom.

18719
Honeydew-Medley, Waltz—Joseph-Smith's Orchestra
Honeydew-Medley, One Step—Joseph-Smith's Orchestra

18722
Broadway Rose-Medley, Fox Trot—Original Dixieland Jazz-Band
Sweet Mamma-Medley, Fox Trot—Original Dixieland Jazz-Band

18721
Rosie-Medley, Fox Trot—Paul Whiteman And Orchestra
Honolulu Eyes-Medley, Waltz—Paul Whiteman And Orchestra

18718
Biddy-Fox Trot—Benson's Orchestra of Chicago
Somebody-Medley, One Step—Benson's Orchestra of Chicago

Call in and ask to hear them.
S. MOUTRIE & CO., LTD.
VICTOR DISTRIBUTORS.

Call
West 189
Ford Hire Service

KODAK KODAKS
FOR
Spring-time Pictures

The little pictures you can make so easily with a Kodak will interest you and your friends.

Kodaks for everyone
Films for every Kodak

A. S. WATSON & CO.
THE SHANGHAI PHARMACY LTD.
16 Nanking Road

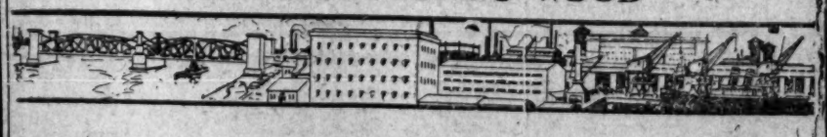
THE IMPORTANT QUESTION

how to get NATURAL Colour of Light for shops and show-windows, is solved with TECON HALF WATT DAYLIGHT LAMPS, especially constructed so as to radiate the same intensity and colour of light that you get always with NATURAL DAYLIGHT.

Our Lighting Engineer will demonstrate the vast improvement over any other Electric Lamp, if you drop in.

THE BRILLIANT ELECTRIC Co.
The Home of Dependable Electrical Supplies.
P. 564 Nanking Rd. (corner Honan Rd.) Shanghai.
Phone Central 4907.
A-122

PROTECTIVE MATERIALS
OF EVERY DESCRIPTION
FOR IRON STONE & WOOD



PAINTS
Paste and ready mixed
VARNISHES
of every description
COLORS in powder form
COLOR WASH "Synoleo"
ENAMELS "Talconite"
WOOD PRESERVATIVE
"Timborite"
FLAT WALL FINISH Flat oil paint
OIL VARNISH STAINS Combined Stain & Varnish
ANTI-CORROSIVE PAINTS
LINSEED OILS, TURPENTINES; PAINT THINNERS
and all kindred lines carried in stock

WILKINSON-HEYWOOD
WILKINSON-HEYWOOD & CLARK LTD
Great Britain's Largest Paint & Varnish Makers
SHANGHAI 2a Kiukiang Road 'PHONE: C 2010
SEND FOR OUR CATALOGUE & BUYERS' GUIDE

PURE CHINESE SILK HOSIERY
For Ladies & Gentlemen
Wholesale & Retail
China Cotton & Silk Works
A. 135 SZECHUEN ROAD

BOLSHEVISTS AT WORK IN BREMEN

Organisation Reported Discovered And Names Given Countries Concerned

600 IN A SECRET SYSTEM

Raids In Paris More Frequent —French Communists Also Suffer

Paris, Feb. 11.—Under a three-column headline "Organisation of Bolshevist Propaganda," the Liberte tonight affirms that headquarters of the Pan-European Red conspiracy has been discovered at Bremen by "international agents," who further secured copies of photographs of its archives. What is more, adds the Liberte, "the American State Department is said to be in possession of the stenographic report of the proceedings at the last meeting of the Bremen conspirators."

The whole Bolshevist organisation is now known to the police and lists of names, aliases, &c., or Red agents in various countries are about to be communicated to the Governments concerned.

The Red machine is organised on strictly military lines. Each link of the chain from the chief director at Bremen down to the humblest agent must give absolute obedience to his immediate superior from whom he receives all orders. The utmost secrecy is maintained and not only are a majority of the subordinated unaware of the identity of their chiefs but nearly all imagine their orders come from Moscow and are ignorant of the very existence of the Bremen committee.

The Liberte declares that over 600 Communist agents are employed by Bremen in propaganda work, mostly in Italy and Central and Eastern Europe, France and England being considered for the time being an unfavorable field for operations. The heads of the movement never stay long in one country, but are continually on the move on journeys of inspection, which helps them to evade the police.

The Liberte story is perhaps the explanation of the present intense activity of the Paris police. Despite the fact that the documents seized in connection with the alleged Bolshevist leader, Abramovitch, alias Zalewsi—arrested at Nice a fortnight ago and brought to Paris for examination today—have not thrown as much light on Communist doings in France as had been expected, hardly a night passes without a big police raid in one or more quarters of the city where foreign elements are largest. Thus last night 200 foreigners were arrested, and judging by similar figures that have already appeared the total number of such arrests cannot be less than 1,000.

Meanwhile action against the French Communist organisations is being carried on with hardly less vigor. Last night the police broke into the premises of the young Communist Federation and seized a number of documents. There were other raids of the same character, mostly in connection with anti-militarist propaganda, and a dozen young men have been arrested in Paris and the provinces for putting up anti-militarist posters. The Socialists are highly indignant and do not hesitate to say that the whole of the police investigation has discovered nothing really serious or capable of justifying the severity of the measures taken. They declare that the basis of the affair is really political and represents an attempt by Briand to keep in the good graces of the Nationalist Party who showed themselves in the recent Chamber debates inclined to criticise the result of the Paris conference rather sharply.

So far as Abramovitch and his henchmen are concerned, it is a fact that judicial authorities find difficulty to establish the charge against them, there being no state of war between the Soviets and France. It was announced today that two Servians arrested near Paris the same day as Abramovitch at Nice were about to be released owing to the impossibility of proving them guilty of any crime under the French code.

Shallow-Minded Visitor Reminds Wilson Of Bungalo

Washington, Feb. 11.—The best "inside story" in Washington today is one of President Wilson's witticisms.

Recently the President listened patiently to a man who impressed him as having little intellectual depth.

"That man," said the President, "is a simple bungalow. He has no upper story whatever."

May Condemn Croys To Remain German

Frown On According French Nationality To Nancy Leishman's Children

Paris, Feb. 11.—The children of Charles, Prince of Croy, and his wife, who was Miss Nancy Leishman of Pittsburgh, are probably destined to be Germans. Their parents are very anxious to have them reared as French; but, inasmuch as their father and his two brothers fought in the German Army, the French Court at Valenciennes cannot see the matter in the same light as the former Miss Leishman and her noble husband.

In origin the Croy family is Belgian and French. For many years members of it have had interests in Germany, although they owned the Chateau of Bon Secours, the domain of l'Hermitage and other property in the north of France. During the war this property was sequestered by the French Government. After the war the Princes of Croy, Charles, Engelbert and Antoine, brought an action to recover possession of this property and to establish anew their French citizenship.

One of the arguments they presented was that their grandfather had been a French noble. The attitude of the French Government is that, even if the Princes were French, they lost their citizenship by serving in the German Army. As for Prince Antoine, the Government charges that as a German officer he was responsible for pillage in Northern France during the war.

The court of Valenciennes ruled yesterday that it could not determine the question of citizenship, but would examine the title to contested property worth some $200,000.

Ataman Semenoff To Visit Japan In April

Said To Be Coming To Reach Agreement With Government Authorities

Information has been received by the Tokio Police Department that Ataman Semenoff is expected in Japan the middle of next month. He is staying in Port Arthur at the present time.

Speaking to a reporter for the Hochi, Mr. Kawamura, chief of the Foreign Bureau of the Police Department, confirmed the news about the intended visit of the Russian General. "His business here appears to be to come to an understanding with the Government authorities in some matters," said Mr. Kawamura. "There are indications to show that preparations for the resumption of operations against the Red forces are completed, and that he is in high spirits."

HARDING TO FACE REPARATION TEST

Administration Holds Our Interests Are Seriously Affected By Any Settlement

HURT BY TREATY DELAY

Attitude Of American Financial Groups Disappointment To France

Washington, Feb. 1.—The failure of the principal allied powers to consult the United States Government in the formulation of their latest project for definite fixation of the reparation sum Germany is asked to pay, which is a direct result of rejection by the American Senate of the Treaty of Versailles, is regarded in Administration quarters as presenting a very unfortunate situation, not only for the United States but also in its bearing on the economics and financial resuscitation of the world.

Ratification of the Versailles treaty by the Senate would have enabled the American Government to participate officially in the conference of Premiers. It would have given this Government the absolute right of a veto over any plan of settlement regarded by it as unwise, lacking in permanence, or calculated to delay the restoration of the international economic situation.

The reparations agreement is being closely studied by the financial experts of the State and Treasury departments. The impression gleaned today was that the agreement did not call, at least not immediately, for any formal expression of the views of the American Government. However, the interests of the United States which might be adversely affected if the latest agreement went into effect may eventually require some sort of communication from the United States Government to the allied powers, and the day is very rapidly approaching when the full responsibility for protection of American interests will pass from the shoulders of President Wilson to those of ex-Senator Harding.

SERIOUS PROBLEMS FOR HAR

Whatever may have been the attitude of the present Senate toward the League and the Treaty, it is felt by influential members of the present Administration who have closely studied international economic consequences of the peace that the Harding Administration will early find itself compelled by events to face the situation squarely and determine whether it will favor a policy of isolation, respecting international financial and economic problems, or participate in some kind of concert or association of nations.

"There is no guarantee," said one high in the Government today, "which can be imposed that will assure that Germany will carry out the obligations prescribed in the agreement signed by the allied Premiers at Paris. If the sum Germany can reasonably be expected to pay is fixed beyond Germany's absolute ability to pay, German bonds will not be worth much among the investors of the world.

"Anything that destroys the buying power of any big country that may be a market for American goods would, of course, affect the United States. That is one way in which the allied agreement affects us. We have not created markets for our surplus products. The international credit situation is the reason. The result is a great deal of unemployment throughout the United States. If we had ratified the treaty the allied powers would not now be able to enter into such an agreement, or any agreement, on the question of reparations without our consent. We, too, are going to pay in various ways for not being in under the treaty.

ISOLATION IMPOSSIBLE

"It is difficult to understand how the United States can maintain its position of a creditor nation and at the same time be isolated when international financial and economic problems are under consideration. The United States cannot follow a policy of isolation unless it is ready to return to its former status of a debtor nation. The nations are today too interdependent to permit of isolation on the part of any great creditor nation. It would seem that the United States is compelled to act in some kind of concert of nations if it wants to remain a creditor nation and find markets into which to export its surplus."

France is believed to be facing one of her keenest disappointments in the matter of American loans. It has been her expectation that she would be able to sell German reparations bonds in the United States. The best expert opinion in Washington, however, is that German reparations bonds, based on such a plan of settlement as was reached at Paris, would not be generally acceptable to American banks and investors, because of doubt as to the actual ability of Germany to make those bonds good.

Sooner or later, it is believed in reliable quarters, the Allies will find themselves forced by circumstances to revise the Paris reparations agreement, even if Germany does reluctantly accept the plan, because the best view here is that the agreement will be found too faulty to produce permanent benefits. Mere acceptance of the project by Germany, it was insisted, would involve no guarantee of fulfillment any more than Germany's acceptance of the peace treaty itself, with its reparations sections, gave assurance that Germany would carry it out in all respects without revision.

Finisterre Will Be T.K.K. Pacife Liner

Arrangements Appear Completed Whereby Former German Ship Will Be Taken Over

The transfer of the Cap Finisterre, 14,513 tons, to the Toyo Kisen Kaisha has been practically decided upon, and the company has decided to employ her for the passenger service between Japan and America.

The Nippon Yusen Kaisha refused to take over the Cap Finisterre on the ground that it will not be remunerative to operate her, but a different conclusion is reported to have been reached by the Toyo Kisen Kaisha upon close investigations.

According to the calculations of this company, the former German steamer can develop a speed of 16 or 17 knots by consuming 870 or 880 tons of coal in 27 hours, and this amount of fuel is less than that now consumed by the Tenyo Maru, one of the T.K.K. vessels.

The company has also found that other working expenses will also not be so prohibitive as was reported, and has come to the conclusion that if the steamer is employed on a proper line, it will not be impossible to realise reasonable profits. The company has accordingly decided to take over the great passenger steamer, and it is expected that she will be placed on the Hongkong-San Francisco regular line where there is the largest number of passengers so far as the shipping services of this company are concerned.

AFTER YOU ARE FORTY

Forty is the age of greatest effort with most people. Vitality is used up at the most rapid pace. The struggle to secure a competence for old age produces nerve strain, the failure to succeed causes worry, nervous break-down, neurasthenia.

Middle-aged people find that they cannot run as fast, nor are they as agile as in youth. The internal organs also feel the effect of age. The digestion resents what it accepted before, the heart palpitates on slight exertion, the muscles of the back ache after a day's work. Your blood is thinner and not so bright red as formerly.

When these things occur, whether you are fourteen or forty, you need a tonic. Dr. William's Pink Pills suit most people's needs because they are non-alcoholic and they really build up the blood and strengthen the nerves. Dr. Williams' Pink Pills are useful for growing children and for men and women whose nervous energy has been overdrawn. They are certainly worthy of a trial in every case of weak nerves and thin blood.

Your own druggist can supply you with Dr. Williams' Pink Pills for Pale People, or you can order direct from the Dr. Williams' Medicine Co., 96 Szechuen Road Shanghai, at $1.50 the bottle, o $8/-, for six bottles, post free. Write for the booklet "Diseases of the Nervous System.

CRUDE OIL ENGINES

STOCK ARRIVING

"PRIMM"

10, Nanking Road

Central 1840

PROBST HANBURY & CO., Agents

American Manufacturers Export and Import Corporation

"Remington TYPEWRITERS—

—set the Standard for the World.

MUSTARD & CO.

22 Museum Road, Shanghai.

Sole Representatives for China including Hongkong and Macao.

Branches—Hongkong, Canton, Hankow, Tientsin, Harbin.

Fine Weather Now For Spring Painting

We have PRETTY PAINTS, and USEFUL PAINTS, and some of the USEFUL PAINTS are PRETTY, and some of the PRETTY PAINTS are USEFUL, and WE KNOW ALL ABOUT both kirds, and some other kinds, too. And we will make you a contract price, free gratis for nothing, if you'll only come in and have a talk.

CHINA COMMERCIAL DEVELOPMENT CO.

11 Avenue Edward VII *Phone C. 6025.*

TIENTSIN & PEKING CARPETS & RUGS

of all patterns and descriptions

NEW DESIGNS —— REASONABLE PRICES

Ready-made and to order

YEE CHONG HUNG & COMPANY

13 Burkill Road and 52 Burkill Road.

FIRE PROTECTION

FOR

GODOWNS

FACTORIES

OFFICES

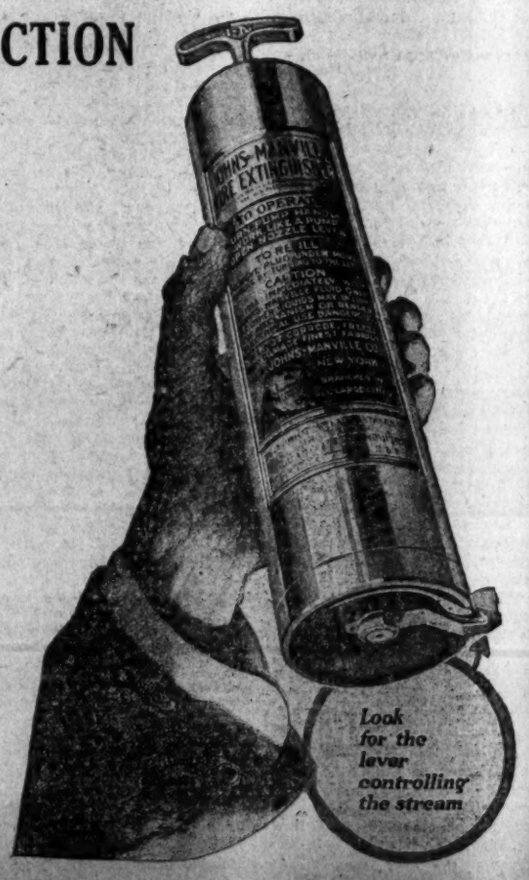
HOMES

JOHNS MANVILLE FIRE EXTINGUISHER

EXAMINED, APPROVED AND LABELLED BY THE UNDERWRITERS' LABORATORIES, INC.

THE KOSTER COMPANY

12 NANKING ROAD, SHANGHAI



Your Baby's Eyes and the Eyes of Your Children

Make them beautiful by daily washing with LAVOLHO. It is so simple, so pleasant, so effective. In many hundreds of cases has LAVOLHO saved the burden of expensive treatments.

It clears red, sore eyes, stops discharge. Swollen, scaly lids become white and firm. Weak eyes grow strong. Wash your eyes daily with LAVOLHO and your friends will speak of their beauty. A refreshing tonic for tired aching eyes.

LAVOLHO

the discovery of an American specialist, absolutely harmless to the most sensitive eyes.

For sale, complete with dropper, at all chemists' shops, druggists', etc.

D. D. D. Co., 1B Jinkee Road, Shanghai.

THE SIGN OF BEST QUALITY AND LARGEST SALE

MILKMAID

EVAPORATED MILK

Three Times as Rich in Cream as Ordinary Milk

Always ask for

MILKMAID

Sold by all stores

THE CHINA PRESS

PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS AND HOLIDAYS

CHINA PRESS Incorporated, Delaware, Publishers

WEATHER

The depression will approach the mouth of the Yangtsze, possibly attended with thunder-clouds and some showers, with breezes from S.E. to S.W. to the South of the 33rd parallel and from S.E. to N.E. in the North. Local calms to the South of the Formosa Strait.

Today's Church Services

Holy Trinity Cathedral.—Palm Sunday. 8 a.m., Holy Communion 10 a.m., Mattins (said); Psalms 61, 62. Lessons; Exod vi. 2-13; Luke xix, 29-end; 10:30 a.m., Choral Eucharist Harwood. Hymns 98, 304, 111, 200; Preacher, Rt. Rev. Bishop Molony, D.D. 3 p.m., Children's Service and Sunday School. 6 p.m., Evensong and Confirmation Service. Psalms 86, 139; Walmisley; Lessons Isaiah lix, 12-end; John xii, 1-19; Hymns 99, 248, 27; Preacher, Rt. Rev. Bishop Molony, D.D.

St. Andrew's Church, Broadway.—10:30 a.m., Mattins and Sermon; Psalm 61; Lessons Exodus vi, 2-13; S. Luke xix, 29-end; Hymns 98, 209, 175, 520; Preacher, The Sub-Dean.

Union Church.—11 a.m., Preacher, Rev. A. N. Rowland, M.A.; Subject: "The cost of privilege"; Psalms 125 and 130; Anthem "For our offenses" (Mendelssohn); Hymns 681, 51, 120. 6 p.m., Preacher, Rev. A. N. Rowland, M.A.; Subject: "The power that transforms"; Psalms 61 and 62; Anthem "O Saviour of the world" (Goss); Hymns 526, 275, 550.

St. Joseph's Church.—Masses at 7, 8:15 and 10 a.m. At 10 o'clock mass, no sermon. At 4 p.m. Benediction. On week-days, masses at 6 and 7:30 a.m.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock; Preacher, Rev. M. H. Throop, M.A.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads): The services of the above will be conducted as follows: Morning 11 a.m. by Rev. J. W. Lowrie, D.D.; Evening 6 p.m. by Rev. J. W. Lowrie, D.D.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Matter." Sunday School 10 o'clock. Testimony Meeting Wednesday Evening 6 o'clock. Reading Room open daily except Sunday from 10:30 to 12:30 at No. 21 Nanking Road.

Community Church.—11:00 a.m., Columbia Country Club, 50 Route Doumer; Rev. Luther Freeman, D.D.; Preacher. Subject: "The Kingdom." Special Music: The Palms; Faure, Mr. G. M. James; O Love that will not let me go—Matheson, Mrs. Garden Thompson. 5 p.m., Masonic Hall, 30, The Bund; Rev. Luther Freeman, D.D.: Preacher. Subjects: "The King." Special music: The Palms—Faure, Mr. G. M. James, soloist; Radiant Morn—Woodward, sung by the quartet: Miss Myra Olive, Mrs. Frederick Tillson, Mr. G. M. James, Mr. L. C. Perry.

New Thought Center.—No. 12 Nanking Road, Kelly, Walsh Bldg., Top Floor. Sunday Service from 11 to 12 a.m. Subject: "Individual Supremacy." Free Teachings and Treatments daily from 10 a.m. to 4 p.m. Public cordially invited.

The Eight And Eight Navy Program For The Pacific

QUESTIONS in the House of Commons last week elicited the information that the British Empire is considering a new battleship and battle-cruiser "eight-and-eight" program for the Pacific. If the program is agreed upon, the new keels will be laid down at once, completion of the new all-modern fleet being scheduled for 1924.

Other news of the week was that the American Navy had decided to move its entire first line fleet into the Pacific at once. This has been denied, but The London Times' correspondent in Washington re-affirms it after the denial. He says that it is under consideration as "an enduring policy."

All this is specially interesting in view of the Japanese "eight-and-eight" program. We hope the local harbor authorities are getting ready to stable all these fleets. It will be a great sight when all these eights-and-eights and sixteens-and sixteens come steaming up the Whangpoo. The Japan Advertiser discusses the Japanese program in the following article.

Whenever limitation of armaments is discussed in Japan the Japanese position is likely to be stated something like this: "The eight and eight program is our irreducible minimum. We will be ready to discuss a naval holiday after that program is completed."

Since the world may be called on to discuss naval limitation with Japan on the basis of the irreducible eight and eight minimum it will be just as well to know exactly what this program means.

In a sense Premier Hara's statement that it is an old, long-cherished plan of the Japanese Government is true. For at least twelve years the Japanese Navy Office has been pushing the eight-eight formula. About 1910 it entered the realm of practical politics in the form of "a plan to build a new fleet of about 500,000 tons, the first line fleet of eight battleships and eight armored cruisers to form the backbone of the fleet." The Saionji Ministry in 1911 became involved in difficulties with the military-naval party by refusing to include this program in the 1911-12 budget. In the rapid rise and fall of cabinets between 1911 and 1914 the naval program was one of the big factors.

A temporary program for three dreadnaughts was approved in 1914, but it was not until two years later that the eight-eight program began to take actual shape—that is, with the approval of the Imperial Diet. A compromise program was approved that year, for eight battleships and four battlecruisers, to be completed in 1923. Six of the ships under this program were stated at that time to be the Fuso, Ise, Yamashiro, Hyuga, Nagato and Mutsu, and of these the Fuso was already completed, the Ise and Yamashiro launched and nearing completion and the Hyuga was building. The Nagato and Mutsu were being designed and had been named; the former was laid down in August, 1917, and the latter in June 1918. The four battle cruisers under this program were the Kongo, Hiyei, Kirishima, and Haruna, all of which had been launched. The Hiyei and Kongo had been completed and commissioned. This eight-four program, it might be noted, was approved before the American building program of 1916 was passed by Congress.

AN EIGHT-SIX SCHEME NEXT

The next step in the program was to increase the eight-four scheme to an eight-six scheme. This was approved by the ordinary 1918-19 session of the Imperial Diet. The present eight-eight program was not approved until the summer of 1920, in an extraordinary session of the Diet. Its relation to the plan approved in 1916 shows how far the Premier's statement that the present eight-eight program is an old program is true. Of the eight battleships in the 1916 program four are included in the 1920 program. These are the Nagato, the Mutsu, the Kaga and Tosa, the two last not having been named at the time the 1916 program was passed. But in the plans for these four vessels considerable changes have been made since they were originally voted. The 1916 program was voted in February of that year. Three months later came the Battle of Jutland, which brought great changes in the ideas of warship construction. The Nagato was laid down more than a year after the Battle of Jutland and the Mutsu more than two years later. These two vessels, therefore, embody the latest ideas in warship building. Of the battle cruisers in the 1916 program, not a single one forms any part of the present program. The 1920 eight-eight program utterly discards the Kongo, Hiyei, Kirishima and Haruna.

16 POST-JUTLAND SHIPS

The present eight-eight program proposes that Japan shall have by the end of the fiscal year 1927-28 (by March 31, 1928) sixteen post-Jutland capital ships, eight of them super-dreadnaughts and eight of them battlecruisers. Sixteen is the number of truly post-Jutland capital ships that the United States will have at the completion of her 1916 program, for the California and Tennessee, just completed, cannot be said to be real post-Jutland ships.

The eight-eight program is the newest program in the world. Although four of its ships are brought over from the 1916 program, the bulk of it was not approved until 1919 of 1920. Only

(Continued on Page 15)

Germany's Army Of Smugglers

BY CHARLES J. ROSEBAULT

IT is night on the Holland-German frontier and thousands of torchlights and bonfires mark the boundary line. Especially at Venlo, on the Dutch side, the dark heavens reflect the glare of their flames. There are hundreds of them, suggesting the fires of an army in camp. It is only when one draws close and observes the wooden booths, the stands heaped with merchandise, the preponderance of women and young girls, that the military conception disappears.

Between Venlo and Kaldenkirchen, on the German side, only a short distance away, a seething mass is constantly in motion. Again the likeness to an army is forced upon the observer for it is impossible in the darkness to distinguish between individuals, to mark off the sexes, or old from young. One realises simply a moving body, seemingly marching and counter-marching, for the portion going toward Kaldenkirchen is no larger than that approaching Venlo. At times both are swallowed in the gray mists rising damp and foul from the open fields.

Drawing close to the lighted scene, it becomes apparent at once that this is no pleasure party, no country fair or dance The booths are rough shelters against the night winds and miasmas, but no one has time to enjoy them; the spirit of feverish activity drives them all. Behind the stands are stolid Dutch faces: across the counter they are Teuton. The heaped-up wares are tobacco, cigarettes, roasted coffee in the bean; soap and cocoa. There are mountains of each and they melt away as if by magic under the onslaught of the eager Germans.

It is not a winsome scene. Coarse greed reflects from the eyes of all, there is brutal disregard of the amenities in language and action. The Dutchmen have had the decency to erect canvas screens behind which the women and girls may arrange their clothing in disposing of their packages, for these must not be seen when their owners return across the border; but these females have no time to consider the proprieties. The order of the night is to secure the swag and get under way with the utmost speed. They have come with snug hiding places arranged within corsets, in petticoats, in stockings, in the most intimate underwear. Modesty? Shame? Bah! The scene is fantastic, Rabelaisian.

Alongside each stand is a huge washtub into which the paper marks flutter like flakes in a snowstorm. Evidently the Dutchmen have no fear that the mark will cease to have its quoted value. But there is no time for particular handling. At intervals a large foot heavily shod is thrust into the tub to stamp down the mass and keep the papers safe from the wind.

Now and then a Dutch customs official traverses the scene. His only interest is to prevent the export of forbidden articles, but these are rarely in evidence. Also to keep the Teuton from entering without a passport, or to pass in dutiable goods. But there is little danger of either. There is profit enough in the traffic as it is, without running counter to Dutch laws. So the official looks on with a cynical smile, or joins in the coarse banter, and passes on. He has no concern for the violation of another country's laws, and only natural contempt for the weakness whcih allows it. Twenty to thirty pounds is the average weight carried away by the individual purchaser. Some of the men take fifty. It would be difficult to stow more about one's person. But there are also motors which carry many hundred weight, and even trucks, whose capacity runs to tons.

There is neither time nor disposition for bargaining. Everybody knows the prices. The tobacco, rotten stuff and barely smokable even by the German workmen, costs ten marks a pounds. It is resold for thirty. Coffee costs twelve marks and brings twenty-two across the border. So the profit of a single trip varies, according to the carrying capacity of the individual, between 300 and 600 marks, in respect to these two articles alone. Soap and cocoa carry larger percentages of gain. For the motor parties the profits run into the thousands.

The amazing feature of this wholesale smuggling is the attitude of the German Government. All the world is witnessing defiance of law and order, clearly due to the reactions of the miserable and the morally unbalanced from the influences of the war. Our own experience with crime committed by new recruits to criminal professions—notably those of the highwayman and the burglar—continues. The apaches of Paris have become more terrible and more numerous since peace was declared. Italy has been saved from the anarchists only by the courage and the psychological insight of her statesmen. Even England has not been spared a wave of contempt and defiance of authority and a challenge of the age-long recognition of the rights of private property. All over Europe the one-time respect for Governments and awe of their agents have disappeared.

But at least the Governments have not acquiesced, as has Germany, apparently, in this matter of contumacious smuggling. The more one examines into this the more startling and incomprehensible it seems.

Kaldenkirchen is a small town, formerly distinguishable only by the fact that it was the last station on the railway to the Dutch frontier. The nearest city is Krefeld, once famous for its manufacture of velvets, an industry organised by Huguenot refugees from France and maintained by their descendants until the war destroyed their commerce. Travel to Kaldenkirchen was so light, until smuggling became an organised industry, that only small electric cars were required for its traffic, which consisted chiefly in conveying workmen to and from Krefeld and the nearby Ruhr mines. With the development of smuggling, enormous trains, made up chiefly of fourth-class carriages—that is, carriages without seats—began to run night and day. Into these were packed such crowds that they barely found standing room.

That is, the Government, which owns or controls the railroads, made special provision for its lawbreakers. It was made possible to get to Kaldenkirchen from all parts of the country. The travelers were provided with weekly and monthly commutation tickets. Many used these to make trips to and from inland points, where they could dispose of their booty, three times a day.

An investigator sent down from Berlin reported that he found the local railroad officials most enterprising in meeting the needs of their public. At Klempen, where travelers from Cologne must change for the direct connection with Kaldenkirchen, he found a large number of trains from different parts of the country, just arrive, and spilling out crowds of smugglers, who at once began struggling for preferred places, in the long train for Kaldenkirchen. The choice, of course, was near the car exits, the first to get out being naturally the first to get to market and to be waited on. Some even disembarked at the previous station, having calculated that, by running, they could reach Venlo, lying between the two stations—although nearer Kalenkirchen—a bit sooner that way. The open fields which they traversed had been beaten hard by continuous tramping.

When the train reached Kaldenkirchen a heavily laden mob was waiting to storm the cars as soon as they were empty. It made room only grudgingly for those who descended. The railroad officials were brushed aside contemptuously. The investigator saw a customs official arrive on a bicycle, but he kept discreetly in the background.

A tour of the town showed it to be entirely in the possession of the smuggling fraternity, and the local authorities disinclined to dispute their sway. Night had come on and the light of the half moon was reflected from the many windows of numerous cigarette factories, once the chief support of the town, but shut down since the war. Twelve hundred workers were idle, but the smugglers were leaving a little money behind them and there was nothing to prevent the inhabitants from joining the new industry.

The glare in the sky from the bonfires and torches drew the investigator to the border, where he stood a fascinated but disgusted observer of the degradation of his male and female compatriots. The Dutchmen had their stands within three feet of the frontier line, just close enough to make trading across the border practicable without jeopardising international relations, although in fact the border was being violated constantly. Dutch customs guards were in evidence, but not those of Germany.

In view of the constant laments of German officials over the state of German exchange and the failure of income to increase while expenditures keep mounting, this lack of interest in an openly organised, deliberate evasion of the customs laws is incomprehensible—unless one accepts the theory of those who believe that the German Government is not unwilling to graze the edge of bankruptcy so long as the French continue to insist upon impossible sums for reparation. The figures gathered by the Berlin investigator showed that the illicit traffic was considerable enough to affect both the revenue and the public.

Ten thousand individuals, he computed, were engaged daily in this smuggling. That is, while the country was urging the people to labor long and hard, to put their utmost energies into useful work, so that the approach to pre-war efficiency might be hastened, here were all these not only withdrawn from useful industry but actually injuring it as well as the morale of all with whom they came in contact. Patriotism has become a byword, the law inspired only derision. And these conditions were growing steadily worse.

While he was there men smugglers were organising into bands, with confederates and spies to keep them informed of any move toward Government's interference. These men were armed and prepared to kill. So were the motor parties, and the trucks carried armed guards with no effort at concealment.

The spirt of all was well illustrated during an unanticipated intervention of the customs officials during the stay of the investigator. The raid had been carefully planned and was executed with complete success. The local inspector had secretly summoned a large number of subordinates without divulging his purpose to any. These were all armed and suddenly held up an outgoing train packed with departing smugglers. Those disposed to resist were promptly overawed. Surrounded on all sides by menacing rifles, the discomfited passengers, who only a moment earlier had been gleefully anticipating their unlawful gains, were conducted to the big room devoted to customs examination in better days.

But the officials had made their calculations upon false assumptions. This angry, stormy mob would not resist, but it could not be made lawabiding even when caught redhanded. It would not even pretend that it had not sought to evade the law. When the inspector called upon those who had no dutiable goods to withdraw to one end of the hall not one stirred. But when it came to collecting duties, it was another story.

As if by a prearanged signal all began to unload their wares. From the hidden places came the packages, not to be surrendered to the officials, but to be torn open and their contents strewn upon the dirty floor. The prisoners numbered more than a thousand and the stream of coffee and tobacco alone may be imagined. The Berlin man declared that they covered the vast floor to the depth of six inches. To this mess were added torn cigarettes, cocoa and broken cakes of soap. Though they were deprived of these, the Government was not to be the gainer. Amidst general pandemonium they trod the wares under foot, defiling them in ways indescribable. Such a scene has surely not been witnessed often in a civilised country, presumed to be controlled by a responsible Government. Women and girls half undressed, men cursing and spitting, the air reeking with the fumes of bad tobacco and cheap coffee bruised into a disgusting mass.

What was the result? Were the offenders locked up and tried for attempted smuggling, for defying the officers of the law? "Only the names of a few individual offenders could be ascertained," asserted the reporter. "Most of them were released. Hundreds of thousands of marks' worth of merchandise were ruined—that was all. But it must not be supposed that this experience discouraged these smugglers. An occasional loss of this kind is charged to the business. Most of these people returned the following day as cockey as ever."

With ten thousand engaged daily at an average profit of only 300 marks each, which is far below the computed sum, 3,000,000 marks are drawn from the national capital to pay for the misplaced energies employed. The national treasury is cheated of its evenue. Honest dealers are subjected to unfair competition. Honest officials, helpless before such mass opposition, become lax in all directions if they are not tempted to join in the scramble for easy money. At the same time millions of marks are taken out of the country, another violation of law, with appreciable influence upon the much discussed valuta. And this is only one of the frontiers. Smuggling goes on continuously along the whole Dutch border, not to speak of the others.

There is reason to believe that not a few of the smugglers in various parts of the country are likewise drawing unemployment doles from the Government. It is easy for them to show that they are unemployed—at least in any of the recognised activities. In the course of his investigations the man I have quoted came upon the case of three counterfeiters caught among the smugglers at Kaldenkirchen with 150,000 counterfeit marks in their possession. Vagabonds and criminals of all kinds had naturally gravitated to the haven where law and order had publicly been trampled in the dust.

Doubtless the present German Government is sorely tried. What with the Junkers and other monarchists, the Spartacides and other disgruntled Socialists, constantly harassing and plotting, the evasion of taxes by the rich, the demands of the unemployed, the inability to make income balance with expenditures, the continuing animosity of a large part of the world, the difficulties with reparations, occupational enemy troops, and a host of lesser troubles, the lot of Ebert and his associates is not a happy one. Not the least of their worries must be the knowledge that a large section of the German people is adrift from the old moorings. When official Germany espoused political immorality it did worse than invite the material opposition of civilisation. It brought on the present moral upheaval among its own.

What Must Germany Pay?

BY COLONEL E. M. HOUSE

Today Germany lies prostrate, and Great Britain at least fears her not at all, and, not fearing, she acts like a conqueror. On the other hand, France sees a crippled but convalescent foe, and she is speculating as to when her ancient enemy will again seek conclusions with her. Then, too, her faith in many things has been shattered. Europe no longer holds a dominant Russia, the ardent friend and ally of France. She senses, too, the cooling of British fear of German world dominion, and consequently a less sympathetic attitude toward the purpose of France to protect her future while the present gives her the means to do so. And, last, she has as yet as no assurance from the United States that in the hour of need we would again be her comrade in arms.

In order to grasp the full significance of the great intellectual duel that has held the interest of the world these things should be remembered, and we should make our judgments accordingly. Many important questions have come up for decision, but the one over which the Prime Ministers of France and Great Britain locked horns was the fixing of a definite and reasonable sum for Germany to pay for reparations. It is the same question over which the Peace Conference fought for so many weary months, only now the British are taking the then American position.

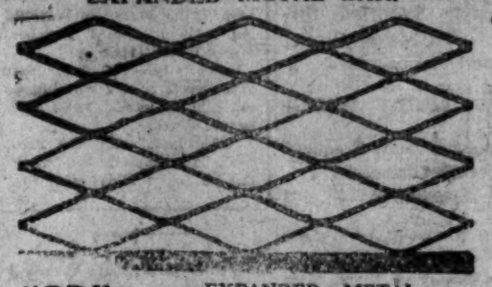
The economic and financial terms of the peace should have been made as soon after the armistice as possible. Delay has been the cause of much of the friction at the conference and since. The failure to do this, along with the crushing debts and disturbed industrial conditions with which all the late belligerents are burdened, is largely responsible for the present chaotic international situation, and in consequence there is general distrust, lack of credit and a disorganised and impossible condition of exchange.

After the armistic there was a decided disinclination to grapple with these questions. In order to temporise, both France and England had recourse to the cry of making Germany pay the entire cost of the war, and there were some financiers of international reputation in both countries who gave credence to the statement that this could be done. It was a mad and wholly unwarranted assumption, but the people accepted it as an easy way out of one of their many difficulties.

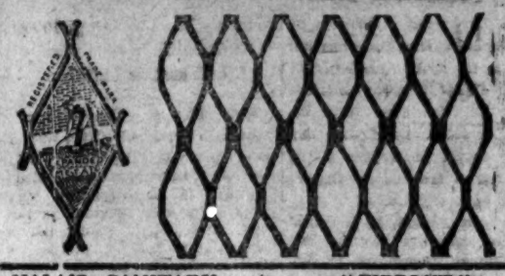
History will not deal gently with those who saw but dimly what was needed, even though it may recognise that they were somewhat blinded by an understandable hate.

INDENTED SQUARE BAR. INDENTED ROUND BAR.

EXPANDED METAL BAR.



"BB" EXPANDED METAL DIAMOND MESH LATHING



HALL'S SANITARY WASHABLE DISTEMPER | "FIBRENT" SLATES & SHEETS

LIMPET FITTINGS FOR CORRUGATED IRON | WINGET CONCRETE BLOCK MACHINES

Sole Agents William Jacks & Co., 1 Hongkong Road, Shanghai

Telephone, No. Central 2796 Telegraphic Address: "LIMPETS—SHANGHAI

IVORY PYRALIN

TOILET-WARE

EXCLUSIVE FEATURES

Boyes, Bassett & Co.

35 Nanking Road, Shanghai

A TAILORING SERVICE THAT IS PERSONAL!

GIVE ME A TRIAL

Before you place your order elsewhere let me call and show my new style books and samples of Fall and Winter suitings and overcoats. I oversee all cutting personally.

Write me a chit and I will call, or call and inspect my new premises.

THOM SHING

GENTLEMEN'S TAILOR

G 20 TIENDONG ROAD

"There's *something* about them you'll like"

Twenty to the package, and in vacuum tins of fifty

Herbert Tareyton London Cigarettes

GAS RADIATORS

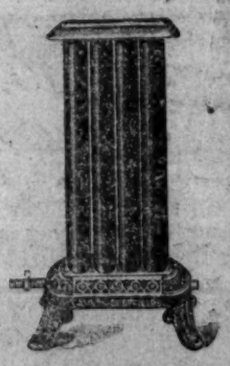
FOR

HALLS

LANDINGS

OFFICES

STORES

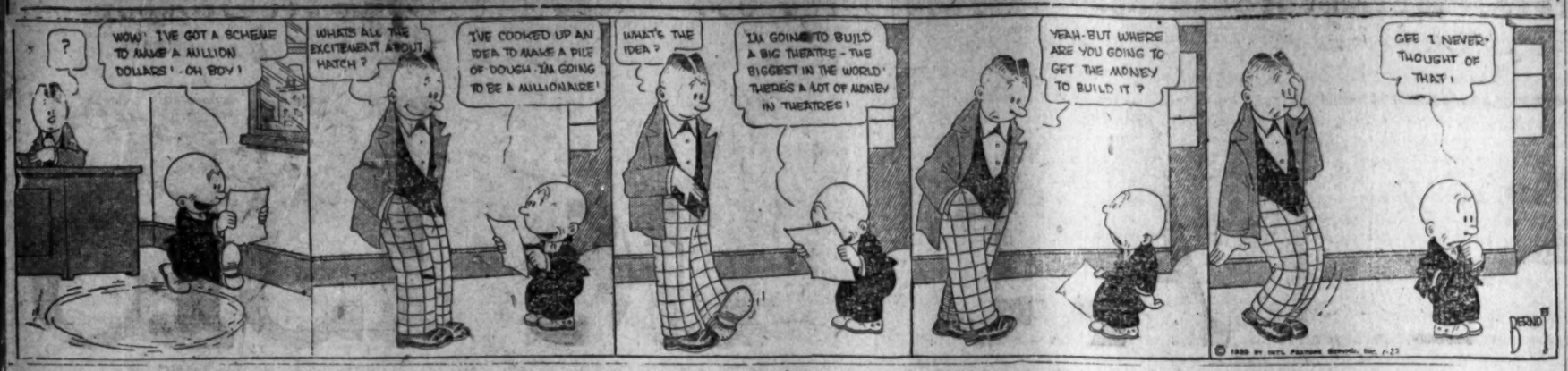


HIRE, 50 CENTS PER MONTH

SHANGHAI GAS CO., LTD.

5, THIBET ROAD

BOOBY HATCH — All He Needs Is A Start — By Berndt


?
WOW! I'VE GOT A SCHEME TO MAKE A MILLION DOLLARS! OH BOY!
WHATS ALL THE EXCITEMENT ABOUT, HATCH?
I'VE COOKED UP AN IDEA TO MAKE A PILE OF DOUGH. I'M GOING TO BE A MILLIONAIRE!
WHAT'S THE IDEA?
I'M GOING TO BUILD A BIG THEATRE - THE BIGGEST IN THE WORLD! THERE'S A LOT OF MONEY IN THEATRES!
YEAH-BUT WHERE ARE YOU GOING TO GET THE MONEY TO BUILD IT?
GEE I NEVER THOUGHT OF THAT!
BERND

The Eight And Eight Navy Program For The Pacific

(Continued from Page 14)

one ship of this program ("our long-cherished plan," as the Japanese leaders say) has been completed and commissioned. This is the Nagato, and the Nagato is the largest and most powerful ship of her type afloat today. Only one warship in the world, the British Hood, surpasses her in size and power, and the Hood is rather in the battle cruiser class. The Nagato's displacement is 33,800 tons, her length 660 feet her speed 23.5 knots and her armament eight 16-inch guns and twenty 5.5 guns. She also carries eight torpedo tubes, four deck tubes and four lower tubes, being the first battleship to be so fitted. She is specially fitted for defense against aircraft, carrying four 3 inch, 40 caliber anti-aircraft guns, while it is believed that her protective deck plan embodies the latest ideas in protection against airplanes. Cruising she burns coal, but when attaining her battle speed her coal fuel is supplemented by oil.

Compare her with the California, the newest unit of the American battle fleet—32,300 tons, 624 feet long, 21 knots speed, and twelve 14-inch and fourteen 5-inch guns. Or take the Maryland, representing the class of the four smaller dreadnaughts of the 1916 program. She has a displacement of 32,600 tons, length of 600 feet, speed of 21 knots, carries eight 16-inch guns and fourteen 5-inch guns. The Nagato, therefore, is slightly superior in displacement, length, speed and armament to any battleship the United States will float until the six big ships of the South Dakota class are ready, probably two years hence. And by that time, in the Kaga and Tosa, Japan will have a match for these vessels.

COMPARISONS WITH U.S. NAVY

In this article it must be born in mind that comparisons between the future navies of Japan and the United States, particularly comparisons as of 1928, the year the eight-eight program is to be completed, are based on the assumption that the expansion of the American Navy will cease with the completion of the 1916 program. Recent developments in the United States, such as the halving of the appropriation for naval construction in the coming year and the development of a large body of public opinion favoring reduction of the naval program, lead to the belief that this assumption is not altogether unjustifiable. It should also be stated that the writer in making comparisons of the Japanese navy with the American does so not with any intention of pointing to any probable conflict between the two powers, but because the American Navy as now prospected is the only one that will be powerful enough and will contain ships large enough to furnish a basis for comparisons that will show the strength of Japan's eight-eight fleet.

The following table shows what the eight-eight program provides for in capital ships. The dates for the later ships are, of course, only estimated.

SUPERDREADNAUGHTS

Vessel	Laid Down	Commissioned	Tonnage
Nagato	1917	1920 May	33,800
Mutsu	1918	1921 June	33,000
Kaga	1920	1923 Feb.	40,000 (about)
Tosa	1920	1922	40,000 (about)
Owari	1922	1925	——
Kii	1923	1925	——
No. 7	1925	1927	——
No. 8	1924	1927	——

BATTLE CRUISERS

Amagi	Dec. 1920	1923	44,000
Akagi	Dec. 1920	1923	44,000
Takao	1922	1924	——
Atago	1922	1925	——
No. 5	1923	1926	——
No. 6	1924	1926	——
No. 7	1925	1928	——
No. 8	1926	1928	——

One of these ships, the Nagato, is a unit of the present Japanese Navy. The Mutsu probably will be commissioned in June this year. These two are larger than any fighting ship the United States will have until the first of the South Dakota class is commissioned, probably in 1923. The Mutsu is to displace 33,800 tons, carry eight 16-inch guns and twenty smaller guns, probably 5.5-inch, and eight torpedo tubes and ten searchlights.

KAGA AND TOSA NEXT

After the Mutsu will come the Tosa and the Kaga, which will compare with the South Dakota-Massachusetts, 43,200-ton class now building for the American navy. Details of these vessels are not available, nor of those that will follow the Kaga and Tosa—the Owari and the Kii and two others as yet unnamed. It is certain, however, that all six of these ships will be nearly as large, if not larger, than the 43,200-ton class represented by the South Dakota in the United States navy. It is not unlikely that the last four, plans for which are not yet completed and probably will not be completed until 1923-4, will surpass the South Dakota, if not in displacement, at least in armament, for it is believed that Japanese naval gun makers are now working on an 18-inch weapon which may form the principal armament of the later superdreadnaughts.

Much has been written about the six great battlecruisers of the Lexington type now being built in American yards. Little has been said about the Japanese Amagi and Akagi. This illustrates a contrast in national characteristics that is impressed on any student of the two naval programs. The American program is announced and the American press bursts into superlatives. "The greatest in the world" flares from headlines in papers all over the country. A New York paper (the Herald) recently devoted a page to an article proclaiming the Lexington and her sisters the "greatest of all fighting ships." The Japanese habit is depreciation. "A poor thing, but our own" is the way Japanese speakers are wont to speak of their naval building program. But the truth is that Japan's new battle cruisers, the first two of which will be the Akagi and Amagi, will be comparable with, if not equal to the Lexington class. They will be about 44,000 tons in displacement, with a speed of approximately 33.5 knots and carrying a main armament of at least eight 16-inch and possibly 18-inch guns. And while the Lexington class consists of only six of these super-Hoods, the Amagi class will consist of eight. The Amagi and Akagi, it should be remembered, are only the first of eight; the last four will probably surpass the first four, embodying the results of three or four more years of experience in naval building. If the Lexington is a super-Hood, the last four battlecruisers of the Japanese program are likely to be super-Lexingtons.

18 CAPITAL SHIPS TO 16

So much for the capital ships. A recapitulation may be interesting. In 1923 the United States will have at most eighteen capital ships less than eight years old, if the California and Tennessee are included, and sixteen if these two ships are excluded. Japan will have sixteen at least equal to the American ships. And in displacement probably, and in newness certainly, the Japanese first line capital ship fleet will be superior to the American.

In the modern battlefleet the light cruisers come next in size and fighting value to the capital ship. How valuable this type of ship is considered may be seen from the fact that the British Admiralty, so long the teacher and leader of the world in naval building, has specialised on light cruisers, and today the British Navy has 69 ships of this type with a speed of more than 25 knots. The American Navy has only three warships than can be classed as light cruisers, the Birmingham, Salem and Chester, all commissioned in 1908 and none with a speed of more than 24 knots. The Japanese Navy already has in commission five such ships, each with a speed of more than 25 knots—the Yahagi, Chikuma, Hirato, Tenryu and Tatsuta, the last two with a speed of 31 knots.

LIGHT CRUISER PROGRAM

The American program calls for the construction of ten light cruisers, none of them yet named, with an approximate displacement of 7,100 tons and a speed of 35 knots. The Japanese program provides for the construction of 20 light cruisers, eight under the 1916 program and twelve more under the expanded eight-eight program of 1920. Two of these, the Kuma and the Tama, have been commissioned within the last two months. Two others, the Kitagami and the Oi, were launched last year and will be completed before the end of this year. Four more, the Kiso, Nagara, Isuzu and Natori, are in fairly advanced stages of construction. These comprise the first eight of the 1916 program. These earlier light cruisers are designed for a speed of 36 knots and a displacement of 5,500 tons. Detailed plans for the later twelve are not definitely known. At least one of them, the Yura, has already been laid down, and probably also the Kinu. One more has been named, the Abukuma, and this cruiser, with three others, will probably be laid down in the near future and completed by the end of 1923, assuming that the present rate of building is maintained. The other six of the authorised program should be completed at the latest by the middle of 1925. This leaves two and a half years between the completion of the light cruiser section of the eight-eight program and the commissioning of the last capital ship. Japan is now building light cruisers at the rate of about four a year. If she maintains this rate for the two and a half years after the program authorised at present is completed, she will finish ten additional light cruisers by 1928, giving her a total of 30 warships of this type less than eight years old. America will have ten if her naval program is not extended beyond that of 1916.

U.S. LEADS IN DESTROYERS

In destroyers the United States Navy, due largely to the additional program which the pressure of war necessities brought about, leads the world. Brassey's Annual lists 287 American destroyers, and of these 266 have been built since 1916 or are still building. In addition the United States has 45 destroyers in early stages of construction or projected. This will give her a total of 309 modern destroyers by 1924. Great Britain has only 212 destroyers, according to Brassey, including 24 flotilla leaders. Japan is far behind both Britain and America in this respect, having in commission at present only 14 first class destroyers and 27 second class destroyers. At the present projected rate of construction Japan cannot hope to catch either of the leaders within the period covered by her eight-eight program, but certainly at the end of that period she will not be so greatly outclassed as she is today. Her authorised program calls for the construction of 37 first class destroyers in addition to the 14 in commission at the end of 1920. Five of the 14 now in commission were completed only last year and these must be added to the 37 now building or projected to give the total of first class destroyers less than eight years old that Japan will have at the beginning of 1928. Of the second class destroyers now in commission seven were completed last year. Thirty-six more are either building or already authorised under the 1920 program, giving Japan a total of 43 second class destroyers by 1928. Add the 42 destroyers of the first class and it is seen that the authorised program will give the Japanese Navy 85 first line destroyers at the end of the term covered by the eight-eight program.

LIKELY TO EXCEED PRESENT

A recent issue of the Jiji Shimpo, a journal unusually well informed on naval affairs, estimated that at the end of 1927 the United States will have only 120 modern (that is, less than eight years old) destroyers, while Japan will have 72. It is seen that the Jiji's estimate is too low by 12 for the Japanese strength. Moreover the total given above, 85, includes only vessels already authorised. But Japan is now completing first class destroyers—those of the "Kaze" type, 1,300 tons and 34 knots—at the rate of five a year and second class destroyers at the rate of about ten a year. Even if this rate is not exceeded she will be able to complete the first class destroyers by the end of 1927, while the authorised second class destroyers should all be in commission by the end of 1924. But there is in progress a considerable expansion of the Japanese naval building facilities and it is reasonable to believe that the present building rate for destroyers will be considerably increased within a year or two. It is therefore a conservative estimate which places the date at which all destroyers now authorised under eight-eight program will be completed at about the end of 1925. That leaves two more years before the completion of the capital ship portion of the naval expansion scheme. If for two more years Japan continues to build only at the present rate she will have by the end of 1927, besides the 85 listed in the present program, ten additional first class destroyers and 20 additional second class destroyers, making her total approximately 115 modern vessels of this type.

SUBMARINES, MYSTERY

Deep secrecy is maintained regarding Japan's submarine flotilla. In official publications on the Japanese Navy discreet blanks are left in the spaces for the number of undersea fighting draft. In most Japanese statistical books of reference the number of submarines is given with intriguing indefiniteness as "a certain number." As a starting point the statements of two authorities on this subject may be used. The Japan Year Book says that the Kure naval yard was expected to complete Submarine No. 23 of a bigger type in June, 1919, and was then to undertake the building of seven more of the same type. Up to two or three years ago Kure was the only yard building submarines, but recently, probably in 1919 and 1920, the construction of several more was started at Yokosuka, Sasebo, Maizuru and the Mitsubishi yard at Nagasaki. The Japan Year Book says that the program calls for 80 first-line submarines by 1927. Brassey's Naval and Shipping Annual for 1920-21 says that the Kawasaki company began in 1917 the construction of Laurenti type submarines, displacing 1,070 tons, 246 feet long and with a cruising radius of 6,000 miles. This authority also understands that "the strength of the submarine flotilla was increased to about forty by the close of the last fiscal year (March 31, 1920)." An official closely connected with the Minister of the Navy, when questioned by the writer on this point, answered with the declaration: "I only wish it were true that Japan had that many (forty) submarines." He asserted that the number now in commission was much less than 40. At the same time he admitted that the statement of the Japan Year Book—that the program called for 80 first line submarines in 1927—was approximately correct. He also admitted that newspaper reports to the effect that Japan would have 100 submarines in commission at the end of the period covered by the eight-eight program (by March 31, 1928) were not very wide of the mark. From his statements it is not unreasonable to assume that at the present time Japan has not more than 30 submarines in her navy, and that seven years hence, in March, 1928, she plans to have at least 100, an increase of 70. This means the building of undersea fighting craft at the rate of at least ten a year.

NOT VERY SUCCESSFUL

It must be taken into account, however, that the number of submarines in the Japanese Navy does not accurately indicate the efficiency or fighting value of that flotilla. Japan is admitted by her naval officers to have been not altogether successful in her

(Continued on Page 19)

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, MARCH 20, 1921

Date and Destination	Per	Cal.	Br	USA	Fr.	Jap	Ger
TODAY.							
River Ports	Train & Str.	21.00	..	..	..	..	21.00
TOMORROW.							
Hongkong, Straits, India & Europe via Suez	Kashmir	16.00	..	..	..	..	15.3
Hongkong and Canton	Shantung	21.00	..	..	..	..	21.00
Hongkong	do	..	17.00	..	..	..	..
H'kong, S. Ports, Straits Ceylon, India & Europe Via Suez	Kashmir	..	A16.00	..	..	..	15.30
Australia & New Zealand via Hongkong	Shantung	..	17.00	..	..	..	..
Australia & New Zealand via Hongkong	Shantung	17.00	..	..	..	..	16.30
Vladivostok and Siberia	via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Chefoo and Tientsin	Hsinming	21.00	..	..	..	..	21.00
Amoy and Hongkong	Foochow	..	17.00	..	..	..	..
Amoy, H'kong & C'ton	Foochow	21.00	..	..	..	..	17.00
Japan via Kobe	Inaba Maru	19.00	..	..	..	..	18.30
Chefoo	Hsinming	21.00	..	..	..	..	21.00
Vladivostok	Train	..	17.00	..	..	..	..
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Tuesday, March 22.							
W'wei, C'foo and T'sin.	Tungchow	14.00	13.30	..	..	..	13.30
S'tow, H'kong & C'ton	Hopsang	21.00	..	..	..	..	21.00
Swatow & Hongkong	do	..	17.00	..	..	..	..
Japan Ports	Yamashiro M.	19.00	..	..	..	..	18.30
W'wei, C'foo, and T'sin.	Koonshing	..	9.30	..	..	..	..
Japan Ports	Yamashiro M.	..	17.00	..	..	..	..
Vladivostok and Siberia	via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Wednesday, March 23.							
Japan, H'lulu, Canada, U. S. A. and Europe via Dairen	Siberia M.	14.00	..	..	..	..	13.30
W'wei, C'foo & T'sin.	Koonshing	11.00	..	..	..	..	10.30
Japan Ports	Otaru Maru	19.00					18.30
Japan, H'lulu, Canada, U. S. A. & Europe via U. S. A.	†Siberia M.	..	14.00	..	..	..	13.30
Thursday, March 24.							
Hongkong and Canton	Soochow	9.00	..	..	..	..	8.30
Hongkong	do	..	8.30	..	..	..	..
Japan Ports	Kasuga Maru	19.00	..	..	..	..	18.30
Dairy	Sakaki Maru	9.00	..	..	..	..	8.30
Swatow, H'kong, C'ton	Hangsang	21.00	..	..	..	..	21.00
Friday, March 25.							
H'kong, S. Ports, Straits, Ceylon, India & Europe Via Suez	Cordillere	..	£7.30	..	..	..	..
H'kong, Straits, India & Europe via Suez	do	£7.30					
Nagasaki, Kobe, Y'hama, Canada, U.S.A. & Europe via Canada	E. of Japan	..	10.00	..	..		10.00
Marseilles, Ports	Cordillere				c8.00	..	..
Japan, Canada, U.S.A. & Europe	E. of Japan	10.00	..	..	..	..	9.30
Japan Ports	Kasuga Maru		9.30				
Saturday, March 26.							
W'wei, C'foo, and T'sin.	Shuntien	9.00	8.30	..	..	..	8.30
Swatow & Hongkong	Suiyang	..	9.30	..	..	..	..
Swatow, H'kong, C'ton	Suiyang	10.00	..	..	..	..	9.30
Japan, Honolulu, Canada, U. S. A. and Europe	Colombia	15.00	..	..	..	..	14.30
Manila direct	E. of Russia	14.00	..	..	..	..	13.30

†Specially marked correspondence only.
• Parcel mail only.
A Parcels at 3 p.m.
C Registered matters at 6 p.m. on March 24 and parcel post at 5 p.m. on March 22.
B Letters and boxes with declared value at 7:30 p.m.
Parcels at 4 p.m. and money orders at 3 p.m.
E Registered articles at 5 p.m. on previous day.

SPLENDID ASSORTMENT OF
ALL KINDS OF WATCHES

Platinum and Gold Wrist-Watches

HIRSBRUNNER & CO.
1 Nanking Road Telephone C. 218

BIANCHI'S
is
THE PLACE
for
EASTER EGGS
We have a large assortment of
SATIN EGGS
also in Plain Chocolate
PLACE YOUR ORDERS EARLY
BIANCHI
23 Nanking Rd. Phone: C. 2264

CHANG FOONG FLOUR

"Field Gun"
Brand
Equal to the Best Imported Flour

Our Flour is milled from the finest quality Chinese Wheat, and is of the highest grade. Our daily output is about 15,000 bags.

Our Flour is highly recommended by all Chinese and foreign consumers. We supply it to all parts of China and any part of Europe.

We solicit your inquiries and patronage: the former will have our immediate attention.

Motor Truck Delivery
CHANG FOONG FLOUR MILL CO.
Head Office, 42A, Kiangse Road: Tel. Central 3488
SHANGHAI

MARCH
APRIL
MAY—
then Summer with its weakening life-sapping illnesses

Are Your Children Strong Enough to Fight Disease?

Build them up now; in March prepare for July. A course of SCOTT'S Emulsion will do it. It makes solid flesh and bone.

Pure cod-liver oil with glycerine and hypophosphites
Known Since 1874
Get SCOTT'S—no other.
All Dispensaries
(3)

Arts & Crafts Ltd.
SOLE AGENTS FOR
LIBERTY & CO., LTD.
LONDON
MADRAS MUSLINS
EMBROIDERED NETS.
LACE CURTAINS.
LACE NETS.
SEE OUR STOCK OF SPRING & SUMMER WINDOW DRAPERIES.
Arts & Crafts Ltd.
THE HOUSE FOR
FURNISHING FABRICS

THERE are very few items of electrical apparatus for ordinary use that we do not have in stock.
And since we aim to give service, it is no trouble at all to procure for you any item of a special nature you may need.
WESTINGHOUSE
Heating appliances for comfort and convenience
Motors for all uses
Switchboards in stock and to order
Transformers, all voltages
Turbine generating sets
GASTON, WILLIAMS & WIGMORE E. E. CORPN.
Phone C. 608 Nantung Bldg. 22 Kiukiang Road

Commencing Monday, March 21st

At the ISIS

Presenting

THE ONLY SERIAL EVER FILMED IN

"THE DRAG

FEATURING THE FEARLESS

Across the two continents she sought the Magic Flower, the Golden Petal of Lao Tze. Across the two continents the Talons of the Tao Priests clutched at her throat.

See Marie Walcamp in

"The Dragon's Net"

An adventure story supreme—a travel tale unequaled. Each thrilling incident at the exact place called for in the story.

Such is

"The Dragon's Net"

DON'T MISS SEEING A SINGLE EPISODE OF

Also showing—

ELMO LINCOLN

THE MIGHTY IN

"UNDER CRIMSON SKIES"

A Red-Blooded Drama of Strong Men's Passions and one Woman's Pure Love.

A woman on board a ship packed with arms for Southern revoluntionists, a mutinous crew, only one strong, silent man to hold them at bay. Thus starts the biggest romance you ever saw and—

A story that carries you out of your humdrum life to the volcanic passions of the tropics, and the mighty struggle of a man and a woman for life and happiness.

8,000 feet of thrills and sensations.

THEATRE

Corner of Jukong Road
and
North Szechuen Road Extension.

Presenting

JAPAN, CHINA AND THE PHILIPPINES

GON'S NET"

MISS MARIE WALCAMP

Thousands of Japanese acted

in

"The Dragon's Net"

Thousands of Chinese and Filipinos, too. It was in the streets of their cities that this Universal Serial was made.

"The fitful lantern disclosed the gaunt horrible faces of the Whangpoo River pirates. What a prize was theirs!
A beautiful American girl!
Where was the creaking, leaking junk going?"

See

"The Dragon's Net"

F THIS GREAT SERIAL—A SHANGHAI SERIAL!

Also showing—

HERE IS A REAL BIG PICTURE FOR YOU!

A rousing, stirring picture. A romantic picture.

"UNDER CRIMSON SKIES"

featuring

ELMO LINCOLN

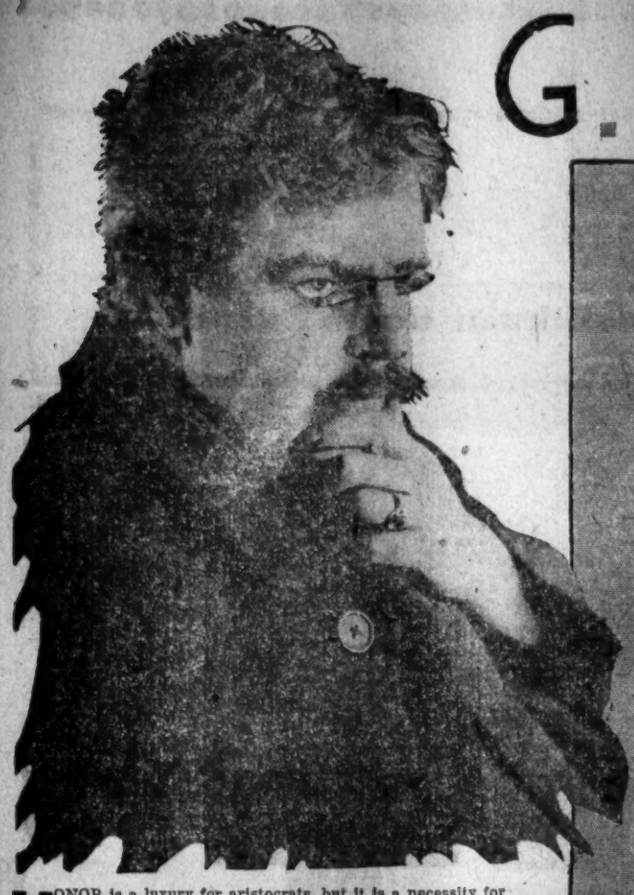
THE MIGHTY

The Star of the "Tarzan of the Apes" and "The Kaiser, the Beast of Berlin."

A Picture That Plucks at the Heart-Strings.

SPECIAL MUSIC *USUAL PRICES*

G. K. Chesterton, Wittiest Writer in England



Two Photographs and a Caricature of Mr. Chesterton by an English Cartoonist. Mr. Chesterton Is Now on a Lecture Tour in America.

And Some of the Bright Things He Has Said and Written

Old Noah he had an ostrich farm, and fowls on the greatest scale;
He ate his egg with a ladle in an egg-cup big as a pail,
And the soup he ate was elephant soup and the fish he ate was whale;
But they all were small to the cellar he took when he set out to sail.

And Noah he often said to his wife when he set down to dine;
"I don't care where the water goes if it doesn't get into the wine."

HONOR is a luxury for aristocrats, but it is a necessity for hall porters.

Dirt is evil chiefly as evidence of sloth; but the fact remains that the classes that wash most are those that work least.

We make our friends; we make our enemies; but God makes our next-door neighbors.

When Mr. Chesterton arrived in America he said that he had come here "to lose his impressions of the United States."

I am a journalist and so am vastly ignorant of many things, but because *I* am a journalist I write and talk about them all.

Woman is like a gun—her range is limited. But in the home she hits a man like ten thousand of brick.

A man will stick to what he likes when there is no time to remember what he likes about it.

I have just finished a comedy, the only female character in which I do not understand in the least.

An absent-minded man is a good-natured man. It means a man who, if he happens to see you, will apologize.

Seemingly from the dawn of man all nations have had governments; and all nations have been ashamed of them.

The end of the article which I write is always cut off, and, unfortunately, I belong to that lower class of animals in whom the tail is important.

The village drunkard knows where milk comes from as well as the village dairyman, though he may feel more detachment about where it goes to.

The English statesman is bribed not to be bribed. He is born with a silver spoon in his mouth so that he may never afterward be found with silver spoons in his pocket.

The philosopher may sometimes love the infinite; the poet always loves the finite. For him the great moment is not the creation of light, but the creation of the sun and moon.

Imagination does not breed insanity. Exactly what does breed insanity is reason. Poets do not go mad; but chess players do. Mathematicians go mad, and cashiers; but creative artists very seldom.

Your country began with a Declaration of Independence and ends with Prohibition! And as I passed the Statue of Liberty I had an inclination to want to see all the liquor on board ship poured out in an act of pagan oblation.

The average Englishman does not take much interest in what foreign nations think about him. If you say to him that the Bulgars hate the English, he would most likely reply, "Oh, what is a bulgar?"

As to the fate of the German Emperor, Mr. Chesterton says: "Our more feminine advisers incline to the view that he should be shot. Others, of greater monstrosity of mind, have suggested that he should be sent to St. Helena. So far as his own estimate of his historical importance goes, he might as well be sent to Mount Calvary."

In everything worth having, in every pleasure, there is a point of pain that must be survived so that the pleasure may revive and endure. The joy of battle comes after the first fear of death; the glow of the sea bather comes after the icy shock of the sea bath; and the success of the marriage comes after the failure of the honeymoon.

The habit of dining out in restaurants, etc., is growing. So, I believe, is the habit of committing suicide. I do not desire to connect the two facts together. It seems fairly clear that a man could not dine at a restaurant because he has just committed suicide; and it would be extreme, perhaps, to suggest that he commit suicide because he has just dined at a restaurant.

When I was a very young journalist I used to be irritated at a peculiar habit of printers, a habit which most persons of a tendency similar to mine have probably noticed also. It goes along with the fixed belief of printers that to be a Rationalist is the same as to be a Nationalist. I mean the printer's tendency to turn the word "cosmic" into the word "comic." It annoyed me at the time. But since then I have come to the conclusion that the printers were right. The democracy is always right. Whatever is cosmic is comic.

If you want to succeed at whist, either be a good whist player or play with marked cards.

If Americans can be divorced for "incompatibility of temper" I cannot conceive why they are not all divorced.

Thieves respect property. They merely wish the property to become their property that they may respect it more fully.

Impressionism is another name for that final skepticism which can find no floor to the universe.

Jokes about a mother-in-law are scarcely delicate, but the problem of a mother-in-law is extremely delicate.

I do not deny that under the old tradition women had a harder time than men; that is why we take off our hats.

The most poetical thing, more poetical than the flowers, more poetical than the stars—the most poetical thing in the world is not being sick.

Idealism is only considering everything in its practical essence. Idealism only means that we should consider a poker in reference to poking before we discuss its suitability for wife beating.

I should think very little of a man who didn't keep something in the background of his life that was more serious than all this talking—something more serious, whether it was religion or only drink.

Even the most dehumanized modern fantasies depend on some older and simpler figure; the adventures may be mad, but the adventurer must be sane. The dragon without St. George would not even be grotesque. Even the moon is only poetical because there is a man in the moon.

We should be proud of the virtues that we have not got; but let us not be too arrogant about the virtues that we cannot help having. It may be that a man living on a desert island has a right to congratulate himself upon the fact that he can meditate at his ease, but he must not congratulate himself on the fact that he is on a desert island, and at the same time congratulate himself on the self-restraint he shows in not going to a ball every night.

The poor have been rebels, but they have never been anarchists; they have more interest than anyone else in there being some decent government. The poor man really has a stake in the country. The rich man hasn't; he can go away to New Guinea in his yacht. The poor have sometimes objected to being governed badly; the rich have always objected to being governed at all.

I believe that when men are happy, they sing; not only at the piano, but at the plow, or at least in the intervals of plowing; at their work and in their walks abroad. I am well aware that modern men do not sing in the street very much. I am well aware that cosmopolitan money lenders never sing, but die with all their music in them.

If a London Mail reporter were sent to take down Antony's oration, he would simply wait for any expressions that struck him as odd and put them down one after another without any logical connection at all. It would turn out something like this: "Mr. Mark Antony wished for his audience's ears. He had thrice offered Caesar a crown. Caesar was like a deer. If he were Brutus he would put a wound in every tongue. The stones of Rome would mutiny. See what a rent the envious Casca paid. Brutus was Caesar's angel. The right honorable gentleman concluded by saying that he and the audience had all fallen down." That is the report of a political speech in a modern, progressive, or American manner, and I wonder whether the Romans would have put up with it.

A great deal of divorce might be summed up as a most illogical and fanatical appetite for getting married in churches. It is as if a man should practice polygamy out of sheer greed for wedding cake.

A man might be reverently pointed out in the street as a sort of saint, merely because he was married. A man might wear a medal for monogamy; or have letters after his name similar to V. C. or D. D.; let us say L. W. for "Lives With His Wife," or N. D. Y. for "Not Divorced Yet."

Of the two sexes the woman is in the more powerful position. For the average woman is at the head of something with which she can do as she likes; the average man has to obey orders and do nothing else. He has to put one dull brick on another dull brick, and do nothing else; he has to add one dull figure to another dull figure, and do nothing else. The woman's world is a small one, perhaps, but she can alter it. The woman can tell the tradesman with whom she deals some realistic things about himself. The clerk who does this to the manager generally gets the sack, or, shall we say (to avoid the vulgarism), finds himself free for higher culture. Above all, as I said in my previous article, the woman does work which is in some small degree creative and individual. She can put the flowers on the furniture in fancy arrangements of her own. I fear the bricklayer cannot put the bricks in fancy arrangements of his own without disaster to himself and others. If the woman is only putting a patch into a carpet, she can choose the thing with regard to color. I fear it would not do for the office boy dispatching a parcel to choose his stamps with a view to color; to prefer the tender mauve of the six penny to the crude scarlet of the penny stamp. A woman cooking may not always cook artistically; still, she can cook artistically. She can introduce a personal and imperceptible alteration into the composition of a soup. The clerk is not encouraged to introduce a personal and imperceptible alteration into the figures in a ledger.

Why is it funny that a man should sit down suddenly in the street? There is only one possible or intelligent reason; that man is the image of God. It is not funny that anything else should fall down; only that a man should fall down. No one sees anything funny in a tree falling down. No one see a delicate absurdity in a stone falling down. No man stops in the road and roars with laughter at the sight of the snow coming down. The fall of thunderbolts is treated with some gravity. The fall of roofs and high buildings is taken seriously. It is only when a man tumbles down that we laugh. Why do we laugh? Because it is a grave religious matter; it is the Fall of Man. Only man can be absurd; for only man can be dignified.

We talk about the Problem of Drink—as if drink could be a problem. In a little while we shall have them calling the practice of wife-beating the Problem of Pokers; the habit of house-breaking will be called the Problem of the Skeleton-Key Trade; and for all I know they may try to prevent forgery by shutting up all the stationers' shops by Act of Parliament.

Suppose a man came to me pretending to be a qualified doctor, and flourished a stethoscope, or what he said was a stethoscope. I am glad to say that I have not even the remotest notion of what a stethoscope looks like; so that if he flourished a musical-box or a coffee-mill it would be all one to me. But I do think that I am not exaggerating my own sagacity if I say that I should begin to suspect the doctor if on entering my room he flung his legs and arms about, crying wildly, "Health! Health! Priceless gift of Nature! I possess it! I overflow with it! I yearn to impart it! Oh, the sacred rapture of imparting health!" In that case I should suspect him of being rather in a position to receive than to offer medical superintendence.

If we take the crudest joke in the world—the joke, let us say, of a man sitting down on his hat—we shall yet find that all the nations would differ in their way of treating it humorously, and that if American humor treated it at all it would be in a purely American manner. For example, there was a case of an orator in the House of Commons, who, after denouncing all the public abuses he could think of did sit down on his hat. An Irishman immediately rose, full of the whole wealth of Irish humor, and said, "Should I be in order, Sir, in congratulating the honorable gentleman on the fact that when he sat down on his hat his head was not in it?"

There is a current impression that it is unpleasant to have to run after one's hat. Why should it be unpleasant to the well-ordered and pious mind? Not merely because it is running and running exhausts one. The same people run much faster in games and sports. The same people run much more eagerly after an uninteresting little leather ball than they will after a nice silk hat. There is an idea that it is humiliating to run after one's hat; and when people say it is humiliating they mean that it is comic. It certainly is comic; but man is a very comic creature, and most of the things he does are comic—eating, for instance. And the most comic things of all are exactly the things that are most worth while—such as making love. A man running after his hat is not half so ridiculous as a man running after a wife.

Pagans were not impressed by the torture of Christians merely because it showed that they honestly held their opinion; they knew that millions of people honestly held all sorts of opinions. The point of such extreme martyrdom is much more subtle. It is that it gives an appearance of a man having something quite specially strong to back him up, of his drawing upon some power. And this can only be proved when all his physical contentment is destroyed; when all the current of his bodily being is reversed and turned to pain. If a man is seen to be roaring with laughter all the time that he is skinned alive, it would not be unreasonable to deduce that somewhere in the recesses of his mind he had thought of a rather good joke. Similarly, if men smiled and sang (as they did) while they were being boiled or torn in pieces, the spectators felt the presence of something more than mere mental honesty; they felt the presence of some new and unintelligible kind of pleasure, which, presumably, came from somewhere. It might be a strength of madness, or a lying spirit from Hell; but it was something quite positive and extraordinary; as positive as brandy and as extraordinary as conjuring. The Pagan said to himself: "If Christianity makes a man happy while his legs are being eaten by a lion, might it not make me happy while my legs are still attached to me and walking down the street?"

The Eight And Eight Navy Program For The Pacific

(Continued from Page 15)

attempts at constructing undersea boats. She has acquired one or two valuable submarine patents from abroad recently—from Italy and probably from Britain also—but the sellers of these patents have not given the Japanese all the information necessary for using the latest ideas in submarine construction. Many of the submarines recently built are admittedly unsatisfactory. Much experimenting has yet to be done before Japan is able to construct submarines as efficient as the best units of the present American and British undersea flotillas.

The probability remains, however, that Japan is building undersea boats at the rate of at least 10 a year, which will give her by 1928 a fleet of submarines superior in numbers at least to the American fleet, provided the present American program is not further expanded. The American program, as given by Brassey, would given the United States 166 submarines within the near future, of which 44 were completed before 1916 and hence must be considered obsolete in 1924. If submarine building stops with the completion of the present American program, the United States probably will not have more than 60 up-to-date undersea craft at the end of 1927.

MORE BUILDING FACILITIES

The expansion of the Japanese naval establishment does not stop with the construction of fighting vessels. It has already entailed a very considerable expansion of the nation's facilities for constructing, arming and repairing of war craft. There is every reason to believe that the present Japanese program will be almost entirely, if not altogether, a made-in-Japan program. Since 1915 Japan has been self sufficient as far as naval construction is concerned. The last of her capital ships built abroad was the Kongo, completed by Vickers at Barrow in 1913. The last destroyer built abroad was the Urakaze, launched at Yarrow in 1915. During the war Japan even undertook the construction of smaller craft for her allies, and twelve of the best destroyers in the French Navy, those of the Annamite type, were turned out by Japanese naval yards in 1916 and 1917. Today Japan has all the facilities for carrying out the ambitious program she has mapped out, and recurring reports of big warships now building in British or Italian yards for the Japanese Navy, flatly denied by the Navy Office, are very probably untrue. The Navy Office admits that considerable quantities of material, mostly armor plate but including some machinery, are being purchased abroad, but asserts that the ships are all being built in Japan. Japan will construct her own eight-eight fleet.

FOUR SLIPS FOR BIG WARSHIP

It is not difficult to outline, with the aid of the Navy Office's own charts, the plan of the Japanese building establishment. There are known to be only four slips in the country large enough for the construction of capital ships of 40,000 tons or over. These are in the naval base of Kure, where the Akagi's keel was laid recently; the naval arsenal at Yokosuka, where the Amagi is now on the ways; the Mitsubishi dockyard at Nagasaki, where the Tosa has been building for more than a year, and in the Kawasaki dockyard at Kobe, which is now at work on the super-dreadnaught Kaga. The yards last named will probably begin work on the two battlecruisers Takao and Atago as soon as the Kaga and Tosa are launched, some time in 1922. The Kure and Yokosuka slips will be taken up with building the super-dreadnaughts Owari and Kii as soon as the Amagi and Akagi are in the water, late in 1922 or early in 1923. So far as is known there are no other slips for the building of capital ships under construction, but for the repair and refitting of the new 40,000-ton vessels a new drydock is being built at Kure. Work on this was started in 1920.

The light cruiser program is being carried forward in four building yards, the naval base at Sasebo and the private yards of the Mitsubishi Company at Nagasaki, Kawasaki at Kobe and the new Urara Dockyard, which is situated at the place where Commandore Perry and his American sailors made their first landing in Japan. The combined capacity of these yards is about four light cruisers a year and apparently they are working right up to this capacity. Last year Kawasaki launched the Oi, Mitsubishi the Tama, while the Government yard at Sasebo launched the Kuma in 1919 and the Kitagami last year. The Uraga yard is now building the Kiso.

6 YARDS BUILD DESTROYERS

Six yards are building destroyers, two of them—Mitsubishi at Nagasaki and the Government Yard at Maizurn apparently confining themselves to the construction of first class destroyers of the "Kaze" class, while the other four are working on second class destroyers. These four are the Kawasaki dockyard at Kobe, the Uraga Dockyard, the Fujinagata Dockyard near Kobe and the Ishikawajima Dockyard located on an island just off the Tokio waterfront. Destroyers have been built recently by the yard of the Osaka Iron Works, where there are still facilities for the construction of these vessels.

The Kawasaki works at Kobe and the Mitsubishi works at the same place apparently are turning out about half the submarine production of the country. Submarines are also being built in the Navy's own yards at Kure, Yokohama and Sasebo.

In addition to these facilities for constructing the regular types of fighting vessels there exist ways also for building other war vessels, chief of which are slips large enough for building battleships or cruisers of 25,000 tons at the naval yards at Kure and Sasebo.

PRIVATE YARDS, BIG SHARE

A study of the forgoing paragraphs will show that a very large share of the eight-eight program is being turned out by the two great private concerns of Mitsubishi at Nagasaki and Kawasaki at Kobe. The Kawasaki yard is building not only capital ships, but also light cruisers, smaller destroyers and submarines. This yard has Italian patents for submarine architecture and motors. Besides turning out fighting ships it is also the foremost yard in Japan for the construction of merchant vessels, having completed 32 in 1919. The Mitsubishi Yard at Nagasaki is the oldest in Japan and is claimed by Japanese writers to compare favorably with even the great works of the North of England and the Clyde region. Capital ships, light cruisers and large destroyers form its contribution to the eight-eight program.

A study of naval building schedules leads to the conclusion that the Japanese construction policy has recently undergone, or is in the process of undergoing, a change from the former well known policy of making each naval base complete within itself. That a new system of specialisation is being introduced is indicated by a recent statement by Admiral Baron Kato, the Minister of the Navy, before the Diet in which the Minister pointed out that "Division of work is the principle in England by which work is being done quickly and cheaply." This system has apparently been adopted by Japan to meet her program of rapid expansion.

FUTURE LARGER PLANS

Such is a brief outline of the eight-eight program and the facilities for seeing it through. It would be reasonable to assume that such a program, claiming nearly a fifth of the nation's revenue yearly, taxing the country's present naval building capacity to the limit and assuring Japan at least the second navy in the world unless England should embark on a new construction program, would be enough to satisfy even the most ambitions of the Japanese. But there are indications that this is not the case. A statement of the Minister of the Navy himself shows that the eight-eight program would be enlarged at once by 50 percent were it not for the fact that the present program already severely strains the financial resources of the Empire; while the naval correspondent of the Jiji Shimpo, reputed to be the most conservative of the Tokio newspapers, early in January wrote an article arguing that Japan should expand her program to one of three eight-four battle fleets, meaning three fleets of eight battleships and four battle cruisers each. This means an increase of 133 percent over the present program.

Admiral Kato's statement just referred to was made before the Diet in the session of 1918-1919. He declared that in view of the great expansion of Japan's foreign trade and her interests in the South Seas she ought to have at least three battle units of eight capital ships each, or two eight-four battle fleets. From financial reasons, Admiral Kato said, Japan must be content with the eight-eight program for the present, reserving the two eight-four fleet scheme for some date in the near future. Certain it is that the double eight-four plan, which means 24 up-to-date capital ships, is now the ambition of the Japanese Navy Office and would go into effect immediately but for the fact that not even the great influence of the naval leaders can compel the nation to accept a naval program that will take more than the third of the national revenue which is demanded by the present navy.

TYPES LESS DISTINCT

The eight capital ships that Japan would add to the eight-eight program if she had the money would probably be of the super-dreadnaught type, although there is controversy within the Navy Office as to the relative merits of battleships and battle cruisers. Recent developments in capital ship construction, however, are tending to lessen the difference between the two schools, as the whole tendency is to bring the dreadnaught and the battle cruiser closer together, increasing the speed of the former and the armament and armor of the latter. The Hood is still the last word in naval building and experts disagree as to whether the Hood belongs to the battleship or battle cruiser class.

The Jiji Shimpo's article referred to above is especially significant in view of the fact that the naval correspondent of this paper is considered unusually well informed as to what is being thought and discussed within the Navy Office. It is also of interest in America because of the comparisons he draws between the present and future Japanese and American navies. He draws comparisons in 1921 and 1924, showing that the disparity between the two fleets will be the greatest in 1924, the projected year of completion for the American program of 1916. He then makes two comparisons of estimated strength in 1927. The first of these is based on the assumption that American expansion will cease with the completion of the 1916 program. This shows America superior in battleships and destroyers but lagging in battle cruisers and light cruisers. He points out that practical equality will be achieved in this year by the Japanese Navy if the United States does not further expand. But America, he asserts, in view of her failure to enter the League of Nations and in consideration of "other circumstances" will not be content to rest when she has finished the current program. He estimates that the United States will then increase her navy within the next three years (1924-27) by 10 dreadnaughts, 4 battle cruisers, 30 cruisers, 50 destroyers and 60 submarines. The source of his figures is not given. From his estimates he draws the following conclusions, interesting as showing how at least one well-informed Japanese writer on naval subjects would regard a new American naval scheme:

WANTS A THREE-8-4 PLAN

"Should this new program (American) develop, the disparity between the naval strength of the two nations would be very great indeed. So long as a balance of defensive power between nations constitutes one of the primary bases for international peace, the future relative positions of the two nations should be carefully noted. In other words, Japan should not rest assured as to her future safety upon the completion of the eight-eight plan. She will need at least three eight-four units, in view of probable future developments."

But Admiral Kato's double eight-four plan and the Jiji's triple eight-four scheme still belong to the dim future. The fact that the money for an expansion of the eight-eight program is simply not to be had under present circumstances will limit Japan's ambitions to that program for the time being. It may be that the Navy Office might be able to wring from the nation even a larger share of the imperial revenues than the third it claims at present if it were able to flaunt before the people the bugaboo of an increased American program. But for the present the eight-eight program must do. The student who considers this program in its relation to national wealth and the actual seapower that it will place in the hands of the Japanese admiralty will conclude that it ought to satisfy the most ambitious navalist in the Mikado's Empire.

This study may indicate what it means when the Japanese leaders and publicists say: "We must have the eight-eight program before we can enter into a naval holiday."

FOR DISCRIMINATING SMOKERS

STATE EXPRESS

CIGARETTES

VIRGINIA No. 555

PACKED IN PATENT VACUUM TINS ENSURING PERFECT CONDITION IN ALL CLIMATES.

IN TINS OF 50'S

SOLE MANUFACTURERS:-

ARDATH TOBACCO CO. LTD.

LONDON

YING CHEONG & CO.
英昌照相館
FIRST-CLASS PHOTOGRAPHERS
M 13 Foochow Road.
ESTABLISHED IN 1856.
We have won a high reputation for excellent workmanship in every kind of photographic business—developing, printing, enlarging, etc. We guarantee prompt delivery and we charge moderate prices.
FILMS DEVELOPED FREE. This is *not* a half-hearted offer. We want to show you that we CAN GIVE YOU SATISFACTION.
Telephone: Central 5063

DR. CHARLES G. IRONS
DENTAL SURGEON.
SPECIALIST IN TREATMENT OF PYORRHEA, CAST FILLINGS, CROWNS AND BRIDGE WORK.
No Charge for Consultation
American-Oriental Bank Bldg., 3rd floor.
Hours: 9 to 12, 2 to 5. 15 Nanking Road
Phone Cent. 2078. Cor Szechuen Road.
35464

CODE BOOKS
Bentley's Complete Phrase Codes (New Edition)
A. B. C. .....(5th Letter Edition)
A. B. C. .....(6th Edition)
Western Union.....(5 Letters)
Webster's New International Dictionary (1920 Edition)
LOW PRICES
The Commercial Book Store
A 1105 Broadway, Hongkew.

"THE BEAUTY"
CIGARETTES

EVERY CONNOISSEUR ENJOYS THE BEAUTY

WHY NOT YOU?

Agents: Sincere Co., Wing On Co., M. Y. San Co., Nanking Road.

NANYANG BROS. TOBACCO CO., LTD.

ENTIRELY YOUR LOSS
when you are not an
Eyssen's —Cheese— Consumer
SIMPLY BECAUSE
you find in "STARBRAND" Dutch Cheese an article you never get tired of.
The Manufacturers claim that this Cheese is Holland's most famous product.
FULL CREAM
NO CRUST—NO WASTE
NO ARTIFICIAL BY-PRODUCTS
We are still looking for a Cheese that can beat
"EYSSEN'S"
ZYLSTRA TRADING COMPANY
17 The Bund Tel. C. 4739.

機器精製頂上麵粉麥穗為牌 本號合影股公司黑河白火磨

FLOUR
Milled from
North Manchurian Wheat
in
BLAGOVESTSCHENSK
and
HARBIN
by the
BLAGOVESTSCHENSK FLOUR MILL CO.
(DAILY CUTPUT OF 50,000 BAGS OF 50 LBS.)
IF you want the BEST FLOUR obtainable in China.
IF you want the MOST BREAD for your flour.
ORDER "SHEAF BRAND" FLOUR
BECAUSE no wheat in Asia can equal the wheat harvested in the great rolling plains of Manchuria.
BECAUSE our FLOUR is so much DRIER than Chinese flour that it will give from
10% to 15% MORE BREAD
SOLE AGENTS
M.A. TOPAS & Co.
6 Kiukiang Road.
SHANGHAI
Cable Address Tel.
TOPAS C. 3840

THE SHANGHAI TUG & LIGHTER COMPANY, LIMITED.

REG. TONS 450 RESCUE AND SALVAGE TUG "ST. DOMINIC" I.H.P. 1500
Own a fleet of over 100 steel lighters, with a total tonnage of 18,000 tons. Also seven sea-going tugs and nine towing launches.
Also
the Rescue and Salvage Tug "St. Dominic," which is equipped with salvage pumps, wireless, etc., and is capable of undertaking tows to all parts of the world.
For rates, etc. on
LIGHTERAGE, TOWAGE AND/OR, SALVAGE
apply to the agents: WHEELOCK & CO., 2 French Bund Shanghai.
CALL FLAG Q Tel. Address: Telephones:
International Code Wheelock, Shanghai C.18,2793,684 & 587

Cotton Mills In Shanghai

According to a report made by a local British firm there are 61 cotton mills in China, including 26 in Shanghai. The total number of spindles is 1,464,840 and that in Shanghai is 901,898. The total number of looms is 8449. Following is a list of Shanghai Cotton Mills.

Names	No. of Spindles	No. Looms	Owners
Ewo Cotton Mill	73,512	712	British
Yangtszepoo Cot. Mill	56,532	441	"
Kungyih " "	25,376	500	"
Laou Kung Mow "	50,096	500	"
The Oriental " "	50,768	500	"
Sam Hsin " "	37,880	1,000	Chinese
Pao-Chung " "	41,472	60,000	"
Anglo-Chinese " "	13,548		"
Housung " "	28,800	296	"
Hung foong " "	18,144	354	"
Hung yu " "	25,376		"
Sin Hsin " "	64,000	400	"
Teh Dah " "	19,020		"
Puyik " "	24,120		"
Tungchong " "	11,592		"
Yoongyu " "		240	"

Money And Markets

The Business Situation In America

The controlling and outstanding factor today is the relatively small movement of raw materials and manufactured goods even at reduced prices. This is because stocks of goods in the hands of retailers are sufficient to meet the needs of a somewhat lessened demand of the consuming public. Consumers are restricting their buying in part because of some curtailment of their purchasing power, but even more because of a willingness to wait until retail prices reflect the lower levels of primary prices.

Improvement of business activity awaits adjustment of retail prices to a level satisfactory to the public. It is clear that farmers, for example, who constitute the largest single class of consumers and who have already experienced a substantial reduction in the prices of their products, will not renew their buying on anything other than a hand-to-mouth scale until the price of what they buy bears a closer relation to the price of what they have to sell. This necessary readjustment of prices to consumers is now under way and will be expected to make more rapid progress in the future. Its progress will be hastened by the coming into the market of goods which are already being produced on lower cost levels for labor and material.

The fundamental relationship of banking and business now becomes clearly apparent. Both are concerned in the present situation; and the interests of both demand that the readjustment be gone through with in orderly fashion, so that business activity may be resumed on a sound basis.

Sentiment respecting forward conditions, which until lately had been almost uniformly depressed, is now noticeably improving in many directions. This better feeling does not go to the point of optimism, but there is evident a degree of confidence which was previously lacking, in the ability of commerce and industry to meet the future successfully and to conduct business with reasonable profit.

What is now required is courage and respect for fundamental economic principles. Artificial palliatives which are being urged with a view to obviating the difficulties of the adjustment—particularly proposals involving further inflation and cheapening of credit—must be avoided. Such measures, if adopted, could only result in the impairment of the strength of the credit structure and in prolonging and increasing the difficulties of an adjustment which world-wide conditions have made inevitable.

MONEY RATES

The peak of commercial borrowing may be said definitely to have passed, and from now on there should be a gradual and moderate reduction in the volume of bank loans. The pressure for funds is already less general. The relaxation is, however, spotty in character, varying with the kind of business, and with the requirements in various sections of the country.

The gradual reduction of credit requirements justifies an expectation of moderate easing of rates. Cross currents in the present complex business situation, however, make it impossible to forecast when this may be realised.

COMMODITY PRICE

The downward price movement, in progress in the case of a few commodities a year ago, and for all important classes of raw materials for many months past, continued without interruption during the month from November 16 to December 15. Even in a period of generally falling prices, the future course of the price of each commodity is to be judged by the supply of and the demand for that commodity. At present every commodity must be considered also in relation to the present world-wide situation, the dominant feature of which is lack of purchasing power in Europe.

The progress of the downward price movement to date can be judged by comparison with the highest price reached during the period of abnormal activity following the armistice. Conditions have changed so greatly since 1914, that a uniform return to the prewar price level does not seem probable. At the same time, comparison of present prices with that level is of value, as a measure of the decline which have taken place.

It should be specifically noted that the price for the nearest available date to the fifteenth of each month was not necessarily the highest price reached. For purposes of comparison, the price is also shown for January 15, 1914.

Commodity	Unit	Highest price for 15th of any month since armistice or since removal of government control Date	Price	Price on 15th of Dec. 1920	Jtn. 1914
Cattle	$ per 100 lbs.	Oct. 1919	16.80	9.50	8.60
Coal—					
Anthracite, buck wheat	$ per ton	Dec. 1920	8.00	8.00	2.25
Anthracite, stove	$ per ton	Dec. 1920	8.00	8.00	4.00
Bituminous, Fairmont	$ per ton	Aug. 1920	12.00	4.00	.85
Bituminous, Pittsbg.	$ per ton	Aug. 1920	11.00	3.75	1.30
Copper	c. per lb.	Aug. 1919	22.50	13.75	14.12½
Corn	$ per bu.	May 1920	2.15	.72	.62½
Cotton	c. per lb.	Apr. 1920	41.50	14.75	12.88
Hides—					
Heavy native steers	c. per lb.	Aug. 1919	52	*	17¾
Calfskins	c. per lb.	Aug. 1919	100	15	21
Hogs	$ per 100 lbs.	July 1919	22.10	9.10	8.25
Iron and Steel					
Pig Iron	$ per ton	Sept. 1920	48.50	33.00	12.50
Steel billets	$ per ton	July 1920	65.00	†45.00	20.00
Lead	c. per lb.	Mar. 1920	9.37½	4.75	4.10
Petroleum—					
Pennsylvania	$ per bbl.	Dec. 1920	6.10	6.10	2.50
Kansas-Oklahoma	$ per bbl.	Dec. 1920	3.50	3.50	1.03
Rubber—					
Plantation	$ per lb.	Feb. 1919	.56	.17½	.56
Para	$ per lb.	Jan. 1919	.60	.19¾	.73
Silk	$ per lb.	Jan. 1920	16.25	6.20	3.80
Spelter	c. per lb	Jan. 1920	9.10	5.75	5.10
Sugar	c. per lb.	May 1920	21.57	4.63	3.29
Wheat—					
Spring	$ per bu.	May 1920	3.30	1.61¾	.91½
Winter	$ per bu.	May 1920	3.06	2.00	.96½
Wool—					
Ohio fine delaine	$ per lb.	Apr. 1920	2.35	1.12	.56
Ohio ¼ blood	$ per lb.	Aug. 1919	1.20	.45	.39

*Nominal, 20 cents asked.
† Range, $43.50 to $45.00.

ANIMAL HUSBANDRY

An agricultural experiment station is to be opened near Peking for the scientific study of animal husbandry and the better cultivation of the soil. It will be under the direction of Mr. W. E. Chamberlain of the University of Cornell. Mr. Merrill P. Schlaegel D. V. M. will be the veterinary surgeon, a poultry expert will also be engaged.

The enterprise, which is affiliated with the Peking University, has been made possible by the generous gifts of Mr. S. C. Ch'iu. Four year courses in scientific agriculture will be given, commencing from next September.

MODEL FACTORIES

The Anhui Provincial Assembly has recently passed a bill to establish two model tea manufacturing plants and a model paper mill at Anking. Two modern factories are now in operation. The five plants will require an annual expenditure of $120,000 of which half the amount is now being raised by the Commissioner of Finance.

American Business Shows Good Signs

Tokio, February 26.—The reserve ratio of the Federal Reserve Banks is up to 49.6 percent. The ratio of the New York Federal Reserve Bank is 39.4 percent. The improvement shown by the ratio of all Federal Reserve Banks means the smooth collection of their advances and the maintenance of the import of gold, says a bank cable from New York, received in Japan. The improvement of the ratio of the New York Federal Reserve Bank also means the return of capital from provincial markets to its vaults.

Call money rates, which have displayed an unusually strong tone, are on that score slackening off. The money market in Wall street is a trifle easier.

FOREIGN BONDS FAVORABLE

In the security market in New York domestic and foreign bonds, including Japanese bonds, continue to display a favorable turn. Petty new issues are being marketed in increasing numbers by domestic railroads, industrial companies and municipalities. The 5½ percent. Treasury Bills which have just been issued are over-subscribed. Ninety-day drafts of the Paris-Lyons-Mediterranian Railway, as accepted by American banks, have been issued to the extent of $12,000,000. They are already fully subscribed. The issue carries an interest of 6½ percent per annum.

The index number for February 1 is a decline of only 2.3 percent as compared with the last. This is the first sign of stability shown since the commencement of 1920's depression.

Some steel mills other than the United States Corporation which are troubled with the present bad times, have lowered their standard prices by 10 percent below the standard of the United States Steel Corporation. Although this corporation has declared its intention not to lower its standard for the time being, the total size of the orders on hand on January 31 was as light as 7,573,000 tons. Unless new orders are received later, the corporation will feel it difficult to keep all its mills going through the first half of the present year.

The Copper Exporters' Union, the production of whose members represents more than 75 percent of the whole production of the United States, has decided on new plan of capitalisation, which consists in issuing $40,000,000's debentures on the security of 200,000 tons' copper. The visible stock of copper in the United States at this moment is up to 300,000 tons. The production in January amounted to 55,000 tons, but the export of the month reached only 15,000 tons, while the consumption in the United States amounted to 35,000 tons, only. However, in anticipation of an increase in demand from Germany and Great Britain and Europe's attempt at electrifying her railroads, copper shares are accorded good reception in the stock market.

The raw silk market is not unfavourable, although buying is not so strong as some time ago. The silk shows' effect is visible to a more or less extent in the market. National Silk Week will be held for a week beginning February 25 for the purpose of stimulating the national demand for silk goods. Although what effect it will produce can not yet be seen for certain, the silk trade in New York hopes that at this juncture the Japanese market will maintain its price firmly and let business go on smoothly. America's consumption of raw silk in December amounted to 9,428 bales, while January's consumption reached 22,176 bales.

MORE SILVER PRODUCTION

The Anglo-American cross rate, which has been stationary, is growing stronger on the announcement of Germany's decision to be present at the London Conference. The ruling rate is $3.90, the highest since July 16 last.

It is announced that the International Acceptance Bank, capitalised at $10,000,000 will be organised at the instance of Mr. Paul Wurburg. In this corporation European nations will be invited to invest.

Bar silver continues to drop. The finish of the New Year holidays in China will have no tangible effect in the silver market. In Mexico the export tax of 5½ percent has been lowered to 5 7-16 percent on the decline of the metal below 70 cents. The Mexican law stipulates that when the metal drops below 60 cents the tax will be entirely suspended. The application of the law has produced a good impression on mine operators and the production of silver is increasing.

Japan Advertiser.

FOREIGN TRADE IN CHOSEN

The total amount of the foreign trade done in Chosen during the first half of February was 6,425,825 yen in export and 4,949,100 yen in import, representing an excess of export over import to the amount of 1,476,725 yen. The aggregate value of export and import since the beginning of January is 22,924,477 yen and 17,747,832 yen respectively. Compared with the corresponding period of last year, the figures show a decrease by 6,755,602 yen in export and 17,190,602 yen in import. Gold bullion and silver during the same period show 340,434 yen in export and 144,254 yen in import.

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 28)

Chong Sing and Co.
364 Nanking Road

Spring Cheap Sale

Three Weeks! Three Weeks Only!

Come in and see our bargains in

Clothing
Hosiery
Woollen Goods

Suits for Lounge, Sporting and Dress Wear. Large range of materials for your selection.

Chong Sing and Co.
365 Nanking Road
Opposite the New World.
36255

The Shanghai Horticultural Society.

The Annual General Meeting of the Shanghai Horticultural Society will be held at the Cathedral School, Kiukiang Road, on Monday, March 21, at 5.15 p.m.

A full attendance of members is requested.

L. G WETCOTT,
Honorary Secretary.
36398

NOTICE

NOTICE is hereby given that the Title Deed of F. C. Lot No. 1120 has been declared to be lost and that application will be made at the Consulat General de France (French Consulate) for the cancellation of the said Title Deed and the issue of a new one in lieu thereof, at the expiration of two and one half months from this date.

Dated the 4th day of March, 1921.
FESSENDEN & HOLCOMB.
Attorneys.
36085

Dr. James Yuking
Specialist in the treatment of Venereal Diseases and Piles.
78 Nanking Road,
Piles guaranteed to be cured within ten days after one treatment without operation or pain.
Office hours: 9-12 and 1-5 daily.

NOTICE

The public are hereby notified that the businesses hithertofore carried on under the names of Hou Fah Ho Hong (厚發合) and Tze Fah Ho Hong (志發合) at Yingkow have been declared insolvent and the undersigned have been duly appointed liquidators thereof and the said insolvent hongs have, for the benefit of their creditors, turned over their assets for realisation, namely:

3083 shares of the Yingkow Water Works Co.,
1850 " " " Kailan Mining Co.
1182 " " " Peking Electric Light Co.

These shares are now on sale and anyone who may desire to acquire same, are requested to apply to the undersigned either in person or in writing before the end of the 2nd moon of the current year.

Yingkow Chamber of Commerce
Liquidators.
36393

FREDERICKS' HOTEL
100 West Jukong Road
A new up-to-date hotel. Excellent table and within a minute's reach from tram-car or railway station. Prices half those of other leading hotels.
We always reserve several large airy rooms for transient guests with families.
Cable Add. "FEILI"
虹口北江路西一百號
35001

Genuine Swedish Massage
with modern electrical application given by Dr. Ed. Olson (qualified at Stockholm and Chicago).
Rheumatism and after effects from accidents a speciality, 1-5 p.m. Telephone North 393.
52A Range Road. 33929

BEAUTY
Mme. Helen Wentworth
Beauty Specialist, permanently removes lines, moles, freckles, scars, acne and all facial blemishes by removing the old skin; guarantees a clear youthful complexion. Massaging and Manicuring. Phone, W. 374, 80 Bubbling Well Road.
35074

FRESH MILK
delivery twice daily.
EXTRA ORDERS
are executed at any time
AIKOSHA DAIRY
39 Avenue Dubail
Tel. C. 2175
34913

MOKANSHAN
EASTER TRAFFIC
S. H. N. R. Hotel is Open all the Year Round.
Availability of Return Tickets:
From March 23rd to April 3rd inclusive.
Motor Launch service included.
For further information, apply to the Traffic Manager, Shanghai North Station. Telephone N. 1105.
36440

SHANGHAI-NANKING RAILWAY
Special Express Excursion on Each Sunday during 20th March to 31st October, 1921.

Up train.			Down train.		
Shanghai North	dep.	8.20 a.m.	Wusih	dep.	17.30 p.m.
Henli	arr.	9.24 "	Soochow	"	18.35 "
Kunshan	"	9.34 "	Kunshan	"	19.37 "
Soochow	"	10.28 "	Henli	"	19.47 "
Wusih	"	11.23 "	Shanghai North	arr.	20.58 "

RETURN FARES.

	I.	II	III
Shanghai North-Henli	$4.40	$2.20	$1.10
" " " Kunshan	4.40	2.20	1.10
" " " Soochow	5.40	2.70	1.80
" " " Wusih	7.80	3.90	2.60

Famine Relief Tax Extra.

By Order,
THE TRAFFIC MANAGER.
36436

WANTED
TWO MEN of good personality and selling ability
PERMANENT POSITIONS IN SHANGHAI
ONE—to solicit marine trade, must be a qualified marine engineer
ONE—to solicit textile trade, must understand textile machinery.
Applications should be addressed to Box 1030, THE CHINA PRESS.

Shanghai Race Club

2nd Extra Race Meeting, 1921, 2nd April.
3rd Extra Race Meeting, 1921, 9th April.

Programmes and Entry-forms for the above Extra Race Meetings have been published.

Entries will close at the Grand Stand at 7 p.m. on Tuesday, 22nd March, 1921.

By Order of the Stewards,
A. W. OLSEN,
Secretary.
SHANGHAI RACE CLUB.
36430

NOTICE

NOTICE is hereby given that Mr. Audrey Hulse is no longer in the employment of the undersigned and has no authority to act in any way on their behalf.

DODWELL & CO., LTD.
Shanghai, March 1921.
36425

DURING THE
Week before Easter
21st to 24th inst.
Musical Services
will be held in
UNION CHURCH
conducted by
Revs. Luther Freeman and Norman Rowland
5.30 to 6.30 p.m.
Good Friday 11 a.m. to 12
36404

BOXING
The Shanghai Boxing Club having become an established fact, is prepared to receive entries for the following Weights. "Midget," "Bantam," "Feather," "Light," Middle," and "Heavy." Open to all China. Names and Weights to:
G. L. PARKES,
Honorary Secretary,
SHANGHAI BOXING CLUB.
c/o Public School for Boys.
36294 M. 19

Cancellation of Power of Attorney

We have this day cancelled the Power of Attorney issued to Philip Frank Pomeroy, and the said Power of Attorney is from this date hereby declared null and void.

GARNER, QUELCH & CO.
Shanghai, March 4th, 1921.
36340

The Anglo-Dutch (Java) Plantations, Limited
(Incorporated in Hongkong).

NOTICE IS HEREBY GIVEN that the Eleventh Annual General Meeting of Shareholders will be held at No. 103 Szechuen Road, Shanghai, on Tuesday, the 22nd day of March, 1921, at 4 p.m.

The Transfer Book and Share Register of the Company will be closed from 15th March to 22nd March, 1921, both days inclusive.

By Order of the Board of Directors.
R. N. TRUMAN & CO.
Secretaries & Managers.
Shanghai, 2nd March, 1921.
36057

FOR SALE
One-ton Thomas motor truck. Cheap. Apply Shanghai Motor Repair Co., No. 11 Boone Road, corner of Seward Road. Tel. North No. 1951.
36194

The Shanghai Chemical Laboratory
No. 20 Nanking Road
3rd Floor

The Laou Kung Mow Cotton Spinning & Weaving Co., Ltd.

OTICE is hereby given that an Extraordinary General Meeting of the Laou Kung Mow Cotton Spinning & Weaving Co., Ltd., will be held at the Office of the company, Union Building, No. 1 Canton Road, Shanghai on the 24th day of March, 1921, at 11.30 o'clock in the forenoon, when the subjoined resolutions which were passed at the Extraordinary General Meeting of the Company held on the 7th day of March, 1921, will be submitted for confirmation as Special Resolutions.

1.—That each of the existing 100 Taels shares in the Company's Capital be divided into ten fully paid up shares of 10 Taels each.
2.—That the Articles of Association of the Company be altered in the manner following:—
(a) In Article 71 the words "eight thousand" shall be substituted for the words "eight hundred."
(b) Article 80 to be amended to read as follows: "80—Upon a show of hands every Shareholder personally present shall have one vote. At a poll every Shareholder shall have one vote for every share held by him up one hundred shares, and he shall have an additional vote for every fifty shares beyond the first one hundred shares up to five hundred shares, and an additional vote for every one hundred shares beyond the first five hundred."
(c) In Article 92 the words "five hundred" shall be substituted for the words "fifty."
(d) In Article 97 the words "two hundred and fifty" shall be substituted for the word "twenty-five."

The Transfer Books will be closed from the 21st to the 24th of March inclusive.

By Order of the Board of Directors,
ILBERT & COMPANY, LIMITED,
General Managers.
Shanghai, 8th March, 1921
36192

WE SELL AT LOW PRICES:
MOET & CHANDON Champagne.
Vintages 1911, 1906 & 1904.
HENRY D'ORLEANS Champagne.
Sparkling Wines.
BENEDECTINE D. O. M.
MARTELL, Three Stars, Cognac.
French Eau De Cologne.—
I. NAIDITCH
No. 7 Honan Rd.,
TEL. CENTRAL 4873.
35892

No. 71
The old favorite. Still unrivalled. It does what we say it will. Soothes the throat and relieves the cough.
Stocked by all Chemists.
ALLEN & HANBURYS, LTD.
35445

TSINGTAO
HOTEL—
PENSION — SEASIDE
(only 2 min. from station)
Open all the year round; splendid rooms each with verandah.
$4.00 per day, up
Joseph Ph. Monchen
Proprietor
32995

CAFÉ PAULISTA
P443, Nanking Road,
'Phone C. 2930
TIFFIN 75 cts.
DINNER $1.00
also Meals a la Carta.
Cakes of all kinds made to order.
GENUINE BRAZIL COFFEE
Tins 75 cts. lb.,

HONMA HOSPITAL
No. 3A Miller Road,
Tel. N. 2361
DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka)
Women's Diseases
Confinements, Surgery
X-Ray and diathermy
Examination with Urotroscope
Skin Diseases
Massage Treatment

THE URAL JEWELLERY STORE
The Latest Novelties in Jewellery of every description.
A special line of
URAL STONES
made to order in all colors and in any patterns desired.
Watches and Clocks
and
Regulating and Repairing of Same.
Engraving neatly executed.
No. 291 North Szechuen Road.
(Opp. Mission Book Store Co.)
28198

新 最
全大環地治政業商國中
New Atlas & Commercial Gazetteer of China
"The book that answers my questions about China quicker than any other."
"The biggest and best book on China."
Edited by Edwin John Dingle
Address Enquiries to the Proprietors:
Far Eastern Geographical Establishment
No. 6 Kiukiang Rd. Tel. C. 3071

ELM & CO.
Commercial Engineers and Contractors
No. 39 Szechuen Road.
Tel. C. No. 801.
CONCRETE Work, Heating, Ventilation, Plumbing and Factory Installation
and
Importers of Steel Sash, Steel Bars, Roofing and other Building Materials.
32695

Dr. E. G. Lobzowsk DENTIST
Four Years' Practice in New York.
Painless Extractions, Plate Crown Bridgework, Gold and Porcelain Inlays.
No. 3 G Peking Road
Tel. Central 1125

KINGMAN & BROS.
How to Preserve the Teeth
In order to keep the teeth in a good condition scientific precaution must be taken. Through negligence, decay and numerous other affections such as tooth-ache, dental periostitis osteo-periostitis, necrosis of the jaw, etc., may arise. During the process of ingestion, there are settled on the teeth, some deposits of mineral and organic matters, called tartar, which possesses a morbid power of pressing the gum. As an inevitable result of the presence of this tartar, the teeth will become elongated and movable and will, by degrees, absorb away the enamel, leading ultimately to the decay and degeneration of the teeth. The tartar is so hard and resistant to the process of brushing that it cannot be scraped off except with dental instruments specially devised for that purpose.
Dr. KINGMAN offers to the public his service for preserving their teeth at an annual subscription Fee of $10.00 per Head to be paid in advance.
The work to be done by Dr. KINGMAN to the subscribers consists in:—
(1) Cleaning of the teeth quarterly
(2) Filing with gold platinum alloy only, when the teeth present holes.
(3) Inspecting the teeth at any time at the desire of the subscribers.
No. 40, Szechuen Road, Shanghai.

JAPAN HAS ABOUT 3,000 STEAMERS

End Of January Shows Gross Tonnage In Empire Is 3,012,447—Statistics Given

There were 2,933 steamers, totalling 3,012,447 tons gross, at the end of January last according to the returns of the Department of Communications, not including those of less than 20 tons gross each, reports the Japan Advertiser of March 5. Of these vessels, those of not less than 1,000 tons each numbered 750, totalling 2,553,542 tons gross. Particulars of ships of not less than 20 tons gross are follows:

Size Ton	Number	Gross Ton
20—100	1,242	52,034
100—300	408	72,979
300—500	200	80,924
500—1,000	333	252,968
1,000—2,000	248	350,349
2,000—3,000	158	383,313
3,000—4,000	100	337,414
4,000—5,000	50	220,919
5,000—6,000	114	648,902
6,000—7,000	34	220,855
7,000—8,000	26	192,052
8,000—9,000	4	32,670
9,000—10,000	10	95,437
Over 10,000	6	71,631
Total	2,933	3,012,447

In addition to these steamers, there were 14,429 sailing ships of not less than 20 tons gross, totalling 976,590 tons gross, particulars being as follows:

Size Ton	Number	Gross Ton
20—100	11,551	549,821
100—300	2,815	397,123
300—500	55	21,344
500—1,000	5	3,503
1,000—2,000	2	2,366
Over 2,000	1	2,403
Total	14,429	976,590

It will be seen that the largest Japanese ship afloat is capable of 2,403 tons gross.

Besides the steamers and sailing ships, there were also 893 vessels whose capacity is measured in terms of "koku," which in this connection means 10 cubic feet, their total capacity being 285,414 "koku." Particulars of these ships follow:

Size "koku"	Number	Gross Ton
200—300	462	116,864
300—400	278	95,240
400—500	121	53,231
500—1,000	32	20,083
Total	893	285,414

Of the three classes of merchantmen existing in Japan, by far the most important are, of course, the steamers, but of the oldest tradition are the "koku" ships, though these now occupy the most insignificant place in the commercial fleet of the country. In olden times 1,000-koku" ships used to mean very large vessels.

TO RAISE PREMIER'S PAY

Asquith Says £5,000 A Year Is Insufficient Remuneration

London, Jan. 22.—The Premier of Great Britain has a hard time of it trying to pay his bills on a salary of £5,000 a year and his pay ought to be raised, says the former Prime Minister, Herbert H. Asquith, who ought to know, for he occupied that position for eleven years.

As far as known, Mr. Lloyd George has not asked for a raise in pay, but his remuneration has been the subject of an inquiry conducted by a committee of Parliament, which also is examining into the salaries of all the British Cabinet Ministers.

Mr. Asquith told the committee that the office of the Premier of Great Britain was very expensive one and his duties could not be properly discharged by an expenditure limited to that amount. The former Prime Minister added that he himself was a much poorer man when he left office than when he entered it.

Mr. Asquith explained that the Premier had to do a great deal of entertaining and afford hospitality to all sorts of conditions of people, both at home and abroad, but under the existing arrangement he had to defray this expense entirely at his own cost. Even if a Government hospitality fund should be provided for entertaining distinguished foreigners, Mr. Asquith was of the opinion that the Premier's salary ought to be advanced.

Mr. Asquith had few kind words to say about the privilege which the Premier has of occupying the official residence at 10 Downing Street.

"It is quite true," he said, "that you live in the house free from rent, rates and taxes, but it is a very expensive house to keep up. It is a very inconvenient house in many ways; it requires a large staff, and I suspect myself that any Prime Minister who had experience of it as I had would, if he were offered the choice, rather not live in it at all."

The salary of the Premier of Great Britain at present rate of exchange is equivalent to $19,250. This compares with a salary of $75,000 and $25,000 expenses for the President of the United States; 1,600,000 francs salary and a similar amount for expenses for the President of France and of 100,000 marks salary and 600,000 marks expenses for the President of Germany.

Members of the Cabinet of the President of the United States receive $12,000 a year.

MILITARY BLIGHT STILL ON FRANCE

Maintenance Of Huge Armies During Next Few Years Will Tax Nation's Resources

BY GABRIEL SAILLES
(Noted French Writer and Publicist.)

Paris, Feb. 7.—The military project providing for two years' compulsory service for the class of 1921, and eighteen months for all classes thereafter, which the Government as presented for approval to the Chamber of Deputies, awakens in the memory a picture which nothing can erase.

Under the sun of August, 1914, we saw our splendid young men touch their rifles with their crosses and say to their weeping women: "We are going to war against war."

We remember again the words of those who have left us behind: "We are sacrificing ourselves in order that our children may never experience the horror we experience today."

Those dead who fell at Charleroi and the Marne will not return. They will not arise to silence those who now pretend to speak in their name.

We hear once more the splendid phrases of the Entente statesmen dinned in our ears, phrases that aroused great hopes in the breasts of those whom it was necessary to encourage to fight to the very end.

But the white peace they promised never came. The peace they gave us was not a true peace, a definite peace, a peace of the people. It did not substitute the reign of law for the rule of force.

The peace that was made was the same peace that has weighed down and crushed the peoples for so long a time beneath its excessive burden.

LIES AND VAIN RHETORIC

We fought German militarism to strike and destroy militarism itself. The dead would not die in vain, we were told, for a new order of justice, of peace and liberty would be created. Alas! For the politicians these ideas were nothing more than lies and vain rhetoric. That which profoundly stirred the faith of the masses has been forgotten by them.

There is a people whom the war has freed of militarism—they are the conquered people. The German people no longer bear the yoke of the Prussian junkers. They have destroyed their cannons, their rifles, their machine-guns, and are not allowed to have more than 100,000 men under arms. The Germans are able to release all of their peasants and return them to their farms and send their workers back to the factories. They will continue to create and multiply.

We are condemned to another life. Our officers will study the rules of combat and the war of the trenches, our people will devote themselves to the art of warfare.

France maintains for herself the privilege of militarism. France, which is depopulated, will enclose her young men behind barrack walls for two years, surrendering them to the ennui and the vices military life engenders.

She will have 800,000 men under arms, 100,000 professional soldiers, not including officers, and 300,000 native soldiers.

France will have no strength to devote herself to the development of culture, nor workers to develop her natural resources. Billions will be added to her war budget, but not a sou will be spent to fight social ills, such as tuberculosis, venereal disease and alcoholism, which are menacing her.

FRANCE IMPOVERISHED

France will not have the money with which to build great works, to erect schools, to pay her teachers, her savants and run her universities. Under the pretext of defense France will lose those things worth while defending.

Whether we want it or not, militarism has been brought about by our policies. Our troops are on the Rhine, in Silesia, in Morocco, in Syria, in Galicia. We have become the gendarmes of Europe. Perhaps we need this army because of our policies, but we should have built our policies on genuine economic and social facts.

History has taught us the danger of unlimited ambitions. How many times has France been bled and undermined by war? The World War—the war "to end war"—should have liberated us of militarism. Instead, it has only aggravated it.

This "holy" war should have given us peace of the peoples—instead, it has given us a peace of the diplomats. Nothing has been changed.

The League of Nations should have proven that progress is compatible with order; that the great nations without conflict would be able to unite for the peace of the world. This it has not done.

Modern society is condemned if it clings to militarism and is incapable of finding any other solution to the problem of economic competition than war. The people are growing tired.

MUSICIANS HEAR VIOLIN INVENTION

Ohlhaver's Success In Giving Any Instrument The Stradivarius Quality

BERLIN CROWD LISTENS

Van Der Berg Plays To Show Results—Orchestras To Use Method

Berlin, Feb. 7.—Heinrich Ohlhaver's invention for giving any new violin the qualities of a genuine Stradivarius was received with great honors today before a large audience of musicians, critics and musical enthusiasts, their general verdict being that the invention was of inestimable value for future musical art.

The well known Dutch virtuoso, Maurits Van Der Berg, played four pieces, first on a genuine Stradivarius, and then on a violin treated by Ohlhaver's invention with the result that most persons present were unable to tell the difference in instruments. Van Der Berg played the Ave Maria by Schubert and compositions by Kreister. His Stradivarius was a time worn, almost black instrument.

Repeating each number of the program, he used three different violins furnished by Ohlhaver, which looked to be brand new, two being varnished and one devoid of any coating. By performing on these it was intended to disprove the impression which had got abroad that the secret improvement lay in the method of varnishing. Indeed there was no difference between the timber of the varnished and unvarnished instruments, which in the masterly hands of Van der Berg pealed forth such an extraordinary flood of harmony that the audience gave the artist and the inventor an ovation, the like of which has been seldom witnessed in Beethoven Hall before.

Ohlhaver had to appear on the stage and address the audience. He said that Germany's "oppression" would yet lead to results never dreamed of by the enemy. The need of the times would inspire German genius, he said, to search and find new resources and he hoped that great things would happen in the near future. His was only a modest effort in that direction, but musicians would appreciate it, seeing that in these times a genuine Stradivarius would cost 1,000,000 marks or more, while his instruments, "serving the same purpose," within reach of any artist's means, cost only about 1,200 marks.

Among the audience were Dr. Karl Muck, recently returned from America; Herr von Schillings, Director of the State Opera House;; Arthur Nikisch and many other noted artists and musicians. All seemed charmed and enthusiastic. Nikisch told The Times correspondent afterward that Ohlhaver's instruments surpassed his highest expectations in the hands of Van der Berg.

"I will not say they rank with the best Stradivarius," he said, "but they are so much better than any other instruments and so equally rich in timber that I am determined to furnish my whole orchestra with them. My contrabasses and 'cellos will also be replaced by instruments treated by Ohlhaver's method. So far as I am informed Ohlhavel's improvement seems to be based on the position and strength of the violin bridge, but whatever it may be it is an undeniable success."

The State Opera will also be furnished with Ohlhaver's violins.

Classified Advertisements

SITUATIONS WANTED

WANTED, proof-reading after office hours by experienced foreigner. Apply to Box 1058, THE CHINA PRESS.
35415 M 24

EXPERIENCED lady typist, with fair knowledge of coding and general office work, seeks position. Apply to Box 1077, THE CHINA PRESS.
36451 M 23

YOUNG man desires position as stenographer, general office assistant or bookkeeper. I. C. S., Scranton, Pa., graduate. Seven years' experience, covering banking, shipping, engineering, oil business, import and export, accounts. Unusually good testimonials and references. Soon disengaged. Apply to Box 1035, THE CHINA PRESS.
36368 M 20

LET the Y.M.C.A. Employment Department help you find the right man for the next vacancy in your office. Fifteen years of experience, hundreds of satisfied employers. Address Mr. C. C. Hsu, Employment Secretary, No. 120 Szechuen Road, Shanghai, or phone Central 5200.
36153

FULLY qualified textile engineer, with cotton manufacturing experience, 10 years Far East, seeks consulting position. Apply to Box 1044, THE CHINA PRESS.
36395 M. 22

A DISENGAGED Chinese, age 28, with full experience in import and export general office, typewriting, bookkeeping, or shipping and Customs work, etc., holds first-class and varied testimonials, now seeks position; amount salary no object. Please apply to Box 1065, THE CHINA PRESS.
36432 M. 22

SITUATIONS VACANT

EXPERIENCED stenographer wanted by American company. Apply to Box 1081, THE CHINA PRESS.
36458 M. 22

WANTED, two experienced Chinese architectural draftsmen. Murphy & Dana, Union Building, No. 1 Canton Road, Shanghai.
36460 M. 20

WANTED, by American firm, man who understands shipping and customs. Apply to Box 1061, THE CHINA PRESS.
36418 M. 22

HOTEL in North China requires first-class barber and ladies' hair dresser. Apply to Box 1027, THE CHINA PRESS.
36354 M. 29.

OFFICES, ETC., WANTED

REQUIRED, one room, or share office preferably where tenant can attend business during advertiser's absence. Apply to Box 1043, THE CHINA PRESS.
36394 M. 21

APARTMENTS WANTED

WANTED, furnished or unfurnished flat, or large room with bathroom, without board; no boarding house. Preference western district, otherwise central, from first April. Apply to Box 1072, THE CHINA PRESS.
36445 M 22

WANTED to rent, furnished room, with or without board, with a private family. First-class references given. Apply to Box 1051, THE CHINA PRESS.
36407 M 20

AMERICAN LADY requires one or two furnished rooms, with verandah, private bathroom attached, and telephone in house. Avenue Joffre, or Bubbling Well district. State in detail to Box 1062, THE CHINA PRESS, or phone W. 727.
36423 M. 22

HOUSE WANTED in French or western district. Furnished or unfurnished. Would take over furniture or fittings. Immediate occupation. State particulars. Apply to Box 1060, THE CHINA PRESS.
36417 M. 22

BACHELOR wants comfortably furnished room, with bath, in western district; breakfast only. Apply to Box 1066, THE CHINA PRESS.
36433 M. 22

WANTED TO RENT, furnished apartment in central district for three gentlemen. Apply room 317, Palace Hotel, stating location, price, number of rooms, date possession may be had.
36388 M.20

WANTED, From May 1st, flat or residence, preferably furnished, in central or western district. Will sign lease. Apply to Box 1046, THE CHINA PRESS.
36397 M.20

APARTMENTS

Comfortable furnished rooms, single and double, with or without first-class French table. Bath, hot and cold water, telephone and all conveniences, 21 Tongshan Road.
36377 M 20

TO LET, Bostonia, 61 Carter Road, large room with bath, suitable married couple or two bachelors. Garden and tennis court. Phone C-975 or W. 883.
36345 M. 20

FOR RENT, two small furnished rooms, without board, in Rifle Range district with standard flush toilet and bath, suitable for bachelors. Apply to Box 1016, THE CHINA PRESS.
36325 M.20

HOUSEKEEPING apartment of two rooms or more, all modern improvements, steam heat, very best in city. Apply 51 Szechuen Road.
35987

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 28)

The Ewo Cotton Spinning & Weaving Co., Ltd.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above-named Company will be held at 3A, Peking Road, Shanghai on Monday the 21st day of March, 1921, at 10.15 o'clock in the forenoon, for the purpose of considering and if thought fit passing as extraordinary resolutions, the resolutions following, viz:—

RESOLUTIONS

Conditionally upon the passing and confirming of similar extraordinary resolutions by the shareholders of the Kung Yik Cotton Spinning and Weaving Company, Limited, and the Yangtszepoo Cotton Mill, Limited.

1.—That it is expedient to effect an Amalgamation of this Company with the Yangtszepoo Cotton Mill, Limited, and with the Kung Yik Cotton Spinning and Weaving Company, Limited, and that with a view thereto this Company be wound up voluntarily and that Frederick Newman Matthews, Fellow of the Institute of Chartered Accountants and Eric Munro Ross, Chartered Accountant both of 3D, Peking Road, Shanghai, be and they are hereby appointed joint and several liquidators for the purpose of such winding up and that each of them, the said Frederick Newman Matthews and Eric Munro Ross, acting singly and without the other of them be and he is hereby authorised to exercise every power given to a liquidator in a voluntary winding up.

2.—That the said liquidators be and they are hereby authorised to consent to the registration of a New Company to be named "Ewo Cotton Mills, Limited," with a Memorandum and Articles of Association which have been already prepared with the privity and approval of the Consulting Committee of this Company.

3.—That the draft Agreement submitted to this Meeting and expressed to be made between this Company and its liquidators of the one part and Ewo Cotton Mills, Limited, of the other part, be and the same is hereby approved, and that the said liquidators be and they are hereby authorised pursuant to Section 185 of the Companies Ordinance 1911 of Hongkong to enter into an Agreement with such New Company (when incorporated) in the terms of the said draft and to carry the same into effect with such (if any) modifications as they think expedient.

Should the above resolutions be passed by the requisite majority, they will be submitted for confirmation as special resolutions to a further Extraordinary General Meeting which will be held on Tuesday, the 5th day of April, 1921, at the same time and place for the purpose of considering and if thought fit confirming such resolutions as special resolutions accordingly.

The Transfer Books of the Company will be closed from the 21st March to the 5th April, 1921 both days inclusive.

Dated Shanghai, 1st day of March, 1921.

By Order,
JARDINE, MATHESON & CO., LTD.
General Managers,
EWO COTTON SPINNING & WEAVING CO., LTD.

The Kung Yik Cotton Spinning & Weaving Co., Ltd.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above-named Company will be held at 3A, Peking Road, Shanghai on Monday the 21st day of March, 1921, at 11 o'clock in the forenoon, for the purpose of considering and if thought fit passing as extraordinary resolutions, the resolutions following, viz:—

RESOLUTIONS

Conditionally upon the passing and confirming of similar extraordinary resolutions by the shareholders of the Ewo Cotton Spinning and Weaving Company, Limited, and the Yangtszepoo Cotton Mill, Limited.

1.—That it is expedient to effect an Amalgamation of this Company with the Yangtszepoo Cotton Mill, Limited, and with the Ewo Cotton Spinning and Weaving Company Limited, and that with a view thereto this Company be wound up voluntarily and that Frederick Newman Matthews, Fellow of the Institute of Chartered Accountants and Eric Munro Ross, Chartered Accountant both of 3D, Peking Road, Shanghai, be and they are hereby appointed joint and several liquidators for the purpose of such winding up and that each of them, the said Frederick Newman Matthews and Eric Munro Ross, acting singly and without the other of them be and he is hereby authorised to exercise every power given to a liquidator in a voluntary winding up.

2.—That the said liquidators be and they are hereby authorised to consent to the registration of a New Company to be named "Ewo Cotton Mills, Limited," with a Memorandum and Articles of Association which have been already prepared with the privity and approval of the Consulting Committee of this Company.

3.—That the draft Agreement submitted to this Meeting and expressed to be made between this Company and its liquidators of the one part and Ewo Cotton Mills, Limited, of the other part, be and the same is hereby approved, and that the said liquidators be and they are hereby authorised pursuant to Section 185 of the Companies Ordinance 1911 of Hongkong to enter into an Agreement with such New Company (when incorporated) in the terms of the said draft and to carry the same into effect with such (if any) modifications as they think expedient.

Should the above resolutions be passed by the requisite majority, they will be submitted for confirmation as special resolutions to a further Extraordinary General Meeting which will be held on Tuesday, the 5th day of April, 1921, at the same time and place for the purpose of considering and if thought fit confirming such resolutions as special resolutions accordingly.

The Transfer Books of the Company will be closed from the 21st March to the 5th April, 1921 both days inclusive.

Dated Shanghai, 1st day of March, 1921.

By Order,
JARDINE, MATHESON & CO., LTD.
General Managers,
KUNG YIK CCTTON SPINNING & WEAVING CO., LTD.

The Yangtszepoo Cotton Mill, Ltd.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above-named Company will be held at 3A, Peking Road, Shanghai on Monday the 21st day of March, 1921, at 11.45 o'clock in the forenoon, for the purpose of considering and if thought fit passing as extraordinary resolutions, the resolutions following, viz:—

RESOLUTIONS

Conditionally upon the passing and confirming of similar extraordinary resolutions by the shareholders of the Ewo Cotton Spinning and Weaving Company, Limited, and the Kung Yik Cotton Spinning and Weaving Company Limited.

1.—That it is expedient to effect an Amalgamation of this Co. with the Kung Yih Cotton Spinning & Weaving Co., Ltd., and with the Ewo Cotton Spinning and Weaving Company Limited, and that with a view thereto this Company be wound up voluntarily and that Frederick Newman Matthews, Fellow of the Institute of Chartered Accountants and Eric Munro Ross, Chartered Accountant both of 3D, Peking Road, Shanghai, be and they are hereby appointed liquidators for the purpose of such winding up and that each of them the said Frederick Newman Matthews and Eric Munro Ross, acting singly and without the other of them be and he is hereby authorised to exercise every power given to a liquidator in a voluntary winding up.

2.—That the said liquidators be and they are hereby authorised to consent to the registration of a New Company to be named "Ewo Cotton Mills, Limited," with a Memorandum and Articles of Association which have been already prepared with the privity and approval of the Consulting Committee of this Company.

3.—That the draft Agreement submitted to this Meeting and expressed to be made between this Company and its liquidators of the one part and Ewo Cotton Mills, Limited, of the other part, be and the same is hereby approved, and that the said liquidators be and they are hereby authorised pursuant to Section 185 of the Companies Ordinance 1911 of Hongkong to enter into an Agreement with such New Company (when incorporated) in the terms of the said draft and to carry the same into effect with such (if any) modifications as they think expedient.

Should the above resolutions be passed by the requisite majority, they will be submitted for confirmation as special resolutions to a further Extraordinary General Meeting which will be held on Tuesday, the 5th day of April, 1921, at the same time and place for the purpose of considering and if thought fit confirming such resolutions as special resolutions accordingly.

The Transfer Books of the Company will be closed from the 21st March to the 5th April, 1921 both days inclusive.

Dated Shanghai, 1st day of March, 1921.

By Order,
JARDINE, MATHESON & CO., LTD.
General Managers,
YANGTSZEPOO COTTON MILL CO., LTD.
36027.

CUSTOMS NOTIFICATION

No. 969.

Notice is hereby given that the Custom House will be closed, and the shipment and delivery of cargo suspended on the 25th and 26th instant (Good Friday and Saturday before Easter).

E. GORDON LOWDER,
Commissioner of Customs.
CUSTOM HOUSE,
Shanghai, 19th March, 1921.
36456

Dr. V. M. HAIMOVITCH, Oph. D.

Specialist in Eye Diseases
Glasses Prescribed and Fitted Scientifically,
Hours 10 to 12 and 2 to 5 p.m.
SHING HWA OPTICAL CO.
P.471 Nanking Rd., Tel. C. 5719

DR. F. FRANEK, M.D.

Specialist in Urinary Skin and Internal Diseases (Latest European methods of treatment)
21, Nanking Road
Consulting hours 11-1, 4-6
Tel. C. 851
34960

TEA

Wholesale and Retail Merchant
Best China Tea Black, Green and Brick
1 lb. Price: No. 1 $1. No. 2 $0.80, No. 3 $0.50, Ceylon tea $0.50. Any quantity if required. We oblige you by packing and forwarding by post anywhere. Moderate charges.
TONG SUN WO,
Y. 228 N. Szechuen Rd., Shanghai.
36205

DR. R. HOLPER, M.D.

(Bordeaux University, France)
Specialist in Urinary, Skin, and Internal Diseases. No. 15 Nanking Road. Office hours: 11 to 1 and 4 to 6. Tel. C. No. 736.
34829

ELECTRIC CABINET TURKISH BATH

And Massage Establishment
Experienced men and women attendants "Keep open till midnight." Cor. Nanking and Szechuen Roads:
PROF. I. K. SITO.
above Oriental American Bank.
Tel. 2768.

Hankow and Ports

The Hoong On S.S. Co.'s Steamer Toh Hsing, Capt. Rawlingson, will leave from the Ningshao Wharf, Chinese Bund Nantao, on Tuesday, the 22nd inst., at about 12 o'clock (midnight) (Cabins fitted with electric fans). Passage Money, Shanghai to Hankow, $36 single and $54 return. For Freight or Passage apply to office of the Company. Telephones: Freight 1520, Passage 3283.
36465

TO BE LET

Four storied office building, Kiangse Road, near Peking Road, reinforced concrete structure, with heating, hot and cold water, electric light and elevator service. The ground floor can be used as a godown or fitted up for offices. The first and second floors have 24 rooms each and the third floor 22 rooms. The locality is suitable for banks or business offices. To be completed by the beginning of May.

Apply to
ATKINSON & DALLAS, LTD.
36327

You need never appear except at your best with our Service at your command.

THE ACME CLEANERS
Dry Cleaners & Dyers
65A Szechuen Road
Facing Ningpo Road
Tel: No. C. 2322
36225

NOTICE

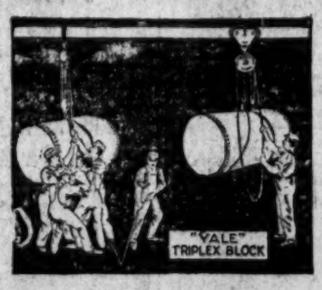
SIN WAN PAO COMPANY

The Annual Meeting of stockholders will be held at the Company's offices, 19 Hankow Road, Shanghai, on Sunday, March 20, 1921, at 5 p.m.

By Order of the Board of Directors
J. L. COWEN,
Secretary.
36315

YALE & TOWNE HOISTS

Compare the old method on this side



with the new on this

For prices and particulars, apply to
FEARON, DANIEL & CO., INC.
18B, Kiangse Road,
Sole Agents in North China

For Variety of
EASTER EGGS
IN SATIN, CHOCOLATE, FONDANT, CANDIED AND OTHER EGGS
Call at the
SWEETMEAT CASTLE
16, Nanking Road—ENTRANCE—Szechuen Road
Telephone Central 1218.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £3,000,000
Reserve Fund 3,500,000
Reserve Liability of Shareholders £3,000,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
Sir William Henry Neville Goschen, K.B.E.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
Sir John Newall Jordan, P.C.K.C.I.E., K.C.B., K.C.M.G.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Ltd.
The National Provincal Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Alor Star (Kedah)	Hongkong	Puket
Amritsar	Ilo Ilo	Rangoon
Bangkok	Ipoh	Saigon
Batavia	Karachi	Seremban
Bombay	Klang	Shanghai
Calcut	Kobe	Singapore
Canton	Kuala-Lumpur	Sourabaya
Cebu	(F. M. S.)	Tientsin
Colombo	Madras	Tavoy
Delhi	Manila	(Lower Burma)
Cawnpore	Medan	Taiping
Haiphong	Peking	New York
Hankow	Penang	Yokohama

Shanghai Branch: 18 The Bund

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT, Manager.

Banque De L'Indo-Chine

Francs.
Subscribed Capital . 72,000,000.00
Paid-up Capital 68,400,000.00
Reserve Fund (1|6|20) 69,500,000.00

Head Office:
15 bis, Rue Laffite, Paris.

Branches and Agencies

Saigon	Phnom-Penh	Battambang
Haiphong	Hoihoi	Tourane
Peking	Hankow	Tientsin
Hongkong	Canton	Mengtze
Singapore	Pondichery	Bangkok
Papeete	Shanghai	Noumea
	Djibouti	

London Bankers:
The National Provincial and Union Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Credit Lyonnais.

The Shanghai Agency undertakes all Banking and Exchange operations; grants credits on goods and approved securities; opens current and fixed deposit accounts according to arrangement.

L. ARDAIN, Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabes."

Capital ..... Yen 10,000,000

Head office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

T. TSENG, Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £2,500,000
Silver $21,500,000

Reserve Liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors:
G. T. M. Edkins, Esq. Chairman
G. M. Dodwell, Esq. Deputy Chairman.
A. H. Compton, Esq.
A. S. Gubbay, Esq.
Hon. Mr. P. H. Holyoak,
Hon. Mr. J. Johnstone.
A. O. Lang, Esq.
Hon. Mr. E. V. D. Parr.
W. L. Pattenden, Esq.
J. A. Plummer, Esq.
Chief Manager.
Hongkong—A. G. STEPHEN

Branches and Agencies:

Amoy	Ipoh	Penang
Bankok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12 The Bund
Sub-Agency: 9 Broadway

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa China, Japan and America.

G. H. STITT,
Actg. Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
Capital Contributed by Chinese Government	Kup. Tls. 3,500,000
Reserve Fund	1,750,000

Head Office:
Paris, 9 Rue Boudreau
London Office:
64 Old Broad Steet, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.
Rome: Banco di Roma.
New York: The Irving National Bank.

FAR EASTERN BRANCHES:

Bombay	Hailar	Peking
Chanchun	Hankow	Shanghai
(Kwan-chendze)	Harbin	Tientsin
Chefoo	Hongkong	Vladivostock
Dairen (Dalny)	Manchouli	Yokohama
	Newchwang	Kobe
	Urumtchi	

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels, and Dollars. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
S. JASTRZEMBSKI.
Managers for Branches in Asia

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)
Paid up Capital Frs. 50,000,000
Reserves Frs. 15,978.00

Head Office: BRUSSELS
London Office. 2 Bishopsgate, E.C.2
Paris Office: 2 Place de la Bourse
Branchs: Cologne, Bucharest, Alexandria, Tantah, Cairo, Peking and Tientsin.
Agents:
(1) Manchester: 31 Mosley Street
(2) New York 22 William Street

President:
JEAN JADOT
Gouverneur de la Ste Gle de Belgique

Correspondents in all important cities of the world.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

L. STRAETMANS,
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours 10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

The Bank Of Canton, Limited

Incorporated 1912

Capital subscribed: $1,000,000
Capital paid up $1,000,000

HEAD OFFICE
No. 6 Des Voeux Road, Hongkong

SHANGHAI OFFICE
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	S. Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchangee business transacted.

FUNG TSZ-KING,
Act. Manager.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital ... $2,500,000.00
Reserve Fund 435,461.90

Head office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Cen. 2650
General Office: Cen. 2618 & 2614
Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, Paris, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIN, Sub-Manager.
MENG CHIA, T. D. Woo, Acting Sub-Manager.

滙海實業銀行
Hwei Hai Industrial Bank, Ltd.

Founded and organised by Chang Chien and Chang Cha 1919

Head Office:
NANTUNGCHOW

Shanghai Branch:
32 KIUKIANG ROAD

Capital $1,000,000

Tels: Managers' Office Cen. 5808
General Office: Cen. 5808

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars according to arrangement.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

International Banking Corporation

Capital & Surplus: G.$10,000,000
Undivided Profits: G.$3,200,000
OWNED BY
THE NATIONAL CITY BANK OF NEW YORK.

Head Office:
60 WALL STREET, NEW YORK

London Office: 36 Bishopsgate E. C.
Lyons Office: 27 Place Tolozan
San Francisco Office:
232 Montgomery Street

Branches:

China		Japan
Canton		Kobe
Hankow		Yokohama
Harbin		Java
Hongkong		Batavia
Peking		Sourabaya
Shanghai		Panama
Tientsin		Colon
Dominican Republic		Panama
Barahona		Philippine Islands
Puerto Plata		Cebu
San Pedro de Macoris		Manila
Sanchez		Spain
Santiago		Madrid
Santo Domingo		Barcelona
India		Straits Settlements
Bombay		Singapore
Calcutta		
Rangoon		

BRANCHES OF THE NATIONAL CITY BANK OF NEW YORK

Argentina		Italy
Buenos Aires		Genoa
Once (Buenos Aires)		Peru
Rosario		Lima
Belgium		Porto Rico
Antwerp		Ponce
Brussels		San Juan
Brazil		South Africa
Bahia		Cape Town
Pernambuco		Trinidad
Porto Alegre		Port of Spain
Rio de Janeiro		Uruguay
Santos		Montevideo
Sao Paulo		Calle Rondeau (Montevideo)
Chile		Venezuela
Santiago		Caracas
Valparaiso		Ciudad Bolivar
Colombia		Maracaibo
Barranquilla		
Bogota		
Medellin		
Cuba		
Havana and 22 other cities in Cuba		

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

N. S. MARSHALL, Manager.
1a Kiukiang Road.

Banque Industrielle de Chine

Capital authorised Frs. 250,000,000
Capital subscribed " 150,000,000
Capital paid up .. " 75,000,000
Reserves ..... " 40,000,000
One third of the Capital i. e. Frs. 50,000,000 subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11th, 1913.

President: ANDRE BERTHELOT
General Manager: A. J. PERNOTTE

HEAD OFFICE:
74 RUE SAINT LAZARE, PARIS
BRANCHES:

Antwerp	Le Havre	Shanghai
Batavia	London	Singapore
Bordeaux	Lyons	Swatow
Canton	Marseilles	Tientsin
Dunquerque	Mukden	Tsinanfu
Foochow	New York	Vladivostock
Haiphong	Peking	Yokohama
Hankow	Pnom Penh	Yunnanfu
Hanoi	Rotterdam	
Hongkong	Saigon	

BANKERS:
In London: The London Joint City & Midland Bank, Ltd., London.
In France: Société Générale pour favoriser le Development du Commerce & de l'Industrie en France.
In Italy: Banca Commerciale Italiana—Credito Italiano.

Taels, Dollars, Gold Accounts

Interest allowed on current accounts in Gold or local currency, Savings accounts and fixed deposits. Terms on application.

Every description of Banking and exchange business transacted.

B. ADAM,
Manager.
1 French Bund, Shanghai.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING

Over 60 Branches and Agencies at principal cities and commercial centers in China.

Agencies abroad; Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
14 The Bund.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

Y. M. CHIEN, Acting Manager.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY)
Established 1824.

Paid-up Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 17,358,284 (about £1,446,107)
Special Reserve: Guilders 25,160,000 (about £2,096,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Ban Jermasin	Pekalongan
Bandoeng	Palembang
Bombay	Penang
Calcutta	Pontianak
Cheribon	Rangoon
Djember	Semarang
Djokjakarta	Singapore
Hongkong	Soerabaya
Kobe	Soerakarta
Kota-Radja	Tebing-Tinggi
Langsa	Tegal
Makassar	Telok Betong
Medan	Tjilatjap
Padang	Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts, and fixed deposits, according to arrangement.

M. J. HERBSCHLEB,
Acting Manager.

The Bank of East Asia, Ltd.

Authorised Capital $2,000,000
Paid up Capital 2,000,000
Reserve Fund 500,000

Head Office:—2 Queen's Road Central, Hongkong
Shanghai Branch:—30 The Bund
London Bankers:—The London Joint Stock, London, City and Midland Bank Ltd.
Agencies and Correspondents in the principal Commercial centres of the world.

Every description of banking and exchange business transacted
Loans granted on approved securities
Fixed and current deposit accounts opened on terms according to arrangement.

RUE CHENG,
Acting Manager.

The Chekiang Industrial Bank, Ltd.

Established 1908

Capital $1,000,000.00
Reserve Fund .... $ 133,316.00
Undivided Profits... $ 71,030.00

Head Office and Branches:
Hangchow, Shanghai, Haimon, and Lanchi.

Domestic Agencies:
Throughout CHINA at principal Cities.

Foreign Correspondents:
London, Paris, Rotterdam, New York, Chicago, San Francisco, Hamburg, Berlin, Tokyo, Kobe, Yokohama, Osaka, Hakodata, Seoul, Fusan and Hongkong.

Interest allowed on Current Accounts and fixed Deposits according to arrangements.

Savings Accounts at 4% compound interest.

Every description of Banking and Exchange transacted.

LI MING,
Manager.

SHANGHAI BRANCH,
U39 Peking Road.
Tel. C. 3145, Mgr's. Office and C. 2147, Gen'l. Office
Cable Address:
"CHINDUBANK" Shanghai.

SINO-ITALIAN BANK

Aut. Cap. Silver Dollars. 4,800,000
Aut. Cap. Gold It. Lire.. 16,000,000
Paid up Capital ..Silver $1,200,000
Paid up Cap. Gold It. Lire 4,000,000
Branches: Peking, Shanghai, Tientsin
Bankers:
Italy: Credito Italiano, Banca Italiana di Sconto, Banco di Roma.
London: Credit Italiano, National Provincial and Union Bank of England, Ld., Glyn Mills and Currie.
France: Credit Commercial de France.
United States: Italian Discount Co., Equitable Trust Company.
Canada: Canadian Bank of Commerce.
South America: Banca Italo Belga.
Switzerland: Banca Union di Credito.

Current, fixed and savings accounts carried in Taels, Dollars, Sterling, U.S. Gold, Italian Lire, Francs and other currencies. Terms on application.

General banking business transacted. Special facilities for Italian exchange.

Telegraphic Address: Bankinit
SHANGHAI, No. 16 Kiukiang Rd. Tel. C. Nos. 5090 and 5091.
G. GIACHINO; ROBERT LEE
Managers.

ABC

BANKERS TRUST COMPANY

THE Bankers Trust Company, one of the largest institutions in New York, has resources of more than $400,000,000. It is equipped to handle and does handle trust and banking matters of the weightiest importance. Some of the America's greatest business enterprises do the bulk of their banking with this Company.

This is one of the nine great American banks which are stockholders in the Asia Banking Corporation.

CAPITAL $4,000,000
SURPLUS $1,100,000

ASIA BANKING CORPORATION
an American Institution

BRANCH OFFICES
PEKING—TIENTSIN—HANKOW—HONGKONG—CANTON—CHANGSHA—SINGAPORE—MANILA

HEAD OFFICE IN THE UNITED STATES
35 BROADWAY, NEW YORK CITY

HEAD OFFICE FOR THE FAR EAST
Kiukiang and Kiangse Roads
SHANGHAI

Chung Foo Union Bank

(Established in 1917)

Statutes approved by the Government in 1918
Head Office: TIENTSIN

Subscribed Capital $2,000,000.00
Paid-Up Capital $1,500,000.00
Reserve Fund ..... $ 124,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Changteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Yenkiangpu	Kobe	St. Louis
			Cincinatti

And also in other principal cities in foreign countries.

Shanghai Branch:
8441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits, in taels, dollars, and other currencies according to arrangement.

Credits granted on approved securities.

Y. R. Sun Manager
T. D. Zar, Sub-Manager

PARK-UNION FOREIGN BANKING CORPORATION

Capital G.$4,000,000
Surplus and Undivided Profits G.$754,000

HEAD OFFICE, 56 WALL ST., NEW YORK
BRANCHES:
SAN FRANCISCO SEATTLE
PARIS TOKYO YOKOHAMA
CANADA—400 branches of the Union Bank of Canada
Shanghai Branch: 7 Kiukiang Road, Tel. C. Nos. 5374 & 5375.
CURRENT & FIXED DEPOSITS

Accepted in Taels, Mexican Dollars, U. S. Dollars, Canadian Dollars, Sterling, on Application.

Every description of banking and exchange business transacted.

F. V. REILLY,
Manager.

The Shanghai Commercial & Savings Bank, Ltd.

Capital ..... $ 1,000,000.00
Reserve ..... $ 200,000.00

Head Office: 9 Ningpo Road

CORRESPONDENTS ABROAD:

LONDON	NEW YORK	PARIS
BERLIN	AMSTERDAM	TOKYO
SEATTLE	SAN FRANCISCO	MANILA
CHICAGO	SINGAPORE	OSAKA

Every description of banking and exchange business transacted.

Commercial Bank of China

Head Office: SHANGHAI

	Sh. Tls.
Subscribed Capital....	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Chinese American Bank of Commerce

(Formerly Commercial and Industrial Bank of China)

Established by American and Chinese Capitalists under Special Charter of the Government of China issued April 12th, 1919.

Authorized Capital G.$10,000,000
Paid-up Capital 5,000,000

HEAD OFFICE:
198 Hsi Ho Yen, Peking
President:
The Honorable Chien Neu-shun.
American Vice-President:
James A. Thomas, Esq., Peking.
Chinese Vice President:
Hsu Un-yuan, Esq., Peking.
NEW YORK AGENTS:
The Chase National Bank, The American Foreign Banking Corporation, and Hayden, Stone & Co.
Branches in China:
Peking, Tientsin, Shanghai, Hankow, Shihkiachwang, Tsinau, Harbin and agents in important cities.
Manila Branch:
Manila, P. I.

Current Accounts opened as usual terms. Fixed Deposits received at rates to be ascertained on application. Drafts issued and Telegraphic Transfers made. Foreign exchanges bought and sold. Commercial and Circular Letters of Credit issued. Bills, Checks, and other Documents collected. Purchase and Sale of Stocks and Bonds effected. Every description of General Banking Business transacted.

The Bank is closely associated with a number of the leading Financial Institutions in the United States and also prominent Chinese Capitalists in China, and is prepared to give financial facilities and to assist its clients in initiating and developing solid commercial and industrial undertakings in China.

Your account will be welcomed at this Bank, where you are assured of absolute security and the most courteous service.

Shanghai Branch:
No. 11 Nanking Road.
Tel. Central Nos. 5841, 5842.
E. KANN, Manager.
LOUIS SHEN, Assistant Manager.
SOOYII K. SHEN, Assistant Manager.

The Bank of China

(Specially authorised by Presidental Mandate of 15th April, 1915)

Authorised Capital $60,000,000.00
Paid-Up Capital .. $12,279,800.00
Reserve Fund ... $1,208,522.60
Special Reserve Fund $1,808,303.62

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtao	Yangchow	Chungking

Foreign Correspondents:
London, Paris, New York, San Francisco, Tokio, Osaka, Yokohama.
SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG.
Manager.
Shanghai, 15th February, 1919.

Siccawei Weather Reports

18.—The center of the anticyclone lies on the Loochoos. The N depression crosses the Sea of Japan: another one follows between the Yangtsze and the Hwangho. Gradient still smooth everywhere. The breezes are flowing from the sea towards the continental depression. Weather fine and relatively hot to the N of the 25th parallel.

19.—Very mild weather becoming overcast. The pressure has fallen considerably below the average. Moderate Southerly breezes.

Financial And Commercial News

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

Stock Banks	Quotations Closing
H. K and S. B.	$860 B.
Chartered	£71⅛
Russo-Asiatic	Rs. 250
Marine Insurances	
Canton	H.$450 B.
North China	Tls. 158
Union of Canton	H. $277½ B.
Yangtsze	$24¾ B.
Far Eastern Ins. Co., Ltd.	Tls. 20 B.
Fire Insurance	
China Fire	H.$125 B.
Hongkong Fire	H.$320 B.
Shipping	
Indo-China Def.	H.$260 B.
Indo-China Pref.	H.$25 B.
"Shell"	100/- B.
Shanghai Tug ord	Tls. 44
Shanghai Tug pref	Tls. 36 B.
Mining	
Kaiping	Tls. 23 B.
Oriental Cons.	
Raub	H.$0.70 B.
Docks	
Hongkong Dock	H.$187 Sa.
Shanghai Dock	Tls. 182 B.
New Eng. Works	Tls. 25 B.
Wharves	
Shanghai Wharf	Tls. 130 B.
Hongkong Wharf	Tls. 95 Sa.
Lands and Hotels	
Anglo-French Land	Tls. 80 B.
Shanghai Land	Tls. 77½ B.
Weihaiwei Land	Tls. 3
S'hai Hotel Ltd.	Tls. 50 B.
China Realty (ord.)	Tls. 50
China Realty (pref	Tls. 50
Cotton Mills	
E-wo (ord.)	Tls. 395
E-wo (pref.)	Tls. 97½
Laou-kung-maow	Tls. 335
Oriental	Tls. 13¾ B.
Shanghai Cotton	Tls. 116 B.
Kungyik	Tls .35 B.
Yangtsepoo	Tls. 21¾ B.
Yangtsepoo Pref.	Tls. 98 S.
Industrials	
Butter Tiles	Tls. 25
China Sugar	Tls. 280 Sa.
Green Island	Tls. 12¾ B.
Langkats	Tls. 10½ B.
Major Bros	Tls. 5
S'hai Sumatra	Tls. 65 B.
Stores	
Sall & Holts	$9½ B.
Llewellyn	$30
Lane, Crawford	$87½ B.
Montrie	$40
Watson	H. $7½ B.
Weeks	$11½ B.
Rubbers (Local)	
Alma	Tls. 3.60 B.
Amherst	Tls. 20 cents
Anglo-Java	Tls. 6
Anglo-Dutch	Tls. 2½
Ayer Tawah	Tls. 20
Batu Anam 1913.	Tls. 40 cents
Bukit Toh Alang	Tls. 1½ B.
Bute	Tls. 0.60
Chemor United	Tls. 0.40 B.
Chempedak	Tls. 4
Cheng	Tls. 1¼
Consolidated	Tls. 1.35 B.
Dominion	Tls. 4 S.
Gula Kalumpong	Tls. 5 B.
Java Consolidated	Tls. 7 B.
Kamunting	Tls. 2 B.
Kapala	Tl 0.10 S.
Kapayang	Tls. 10
Karan	Tls. 7
Kota Bahroe	Tls. 1¼ B.
Kroewoek Java	Tls. 6 B.
Padang	Tls. 6
Pengkalan Durian	Tls. 3
Permata	Tls. 0.55 B.
Repah	Tls. 0.50
Samagaga	Tls. 0.45
Seekee	Tls. 1
Semambu	Tls. 0.50 B.
Senawang	Tls. 3½
S'hai Klebang	Tls. 0.30 B.
Shanghai Malay	Tls. 3
S'hai Malay pref	Tls. 8
Shanghai Pahang	Tls. 1
Sungala	Tls. 0.50
Sungei Duri	Tls. 6½
Sua Manggis	Tls. 3¼
S'hai Kalantan	Tls. 0.55
S'hai Seremban	Tls. 0.60
Taiping	Tls. 0.60
Tanah Merah	Tls. 0.60
Tehong	Tls. 8 B.
Ulobri	Tls. 2½
Xiangbo	Tls. 2.60 B.
Miscellaneous	
C. I. & E. Lumber	Tls. 825
Culty Dairy	Tls. 12
Shanghai Trams	Tls. 97½
Shanghai Gas	Tls. 16½ B.
Horse Bazaar	Tls. 40¾
Shanghai Mercury	Tls. 25
S'hai Telephone	Tls. 83 B.
S'hai Waterworks	Tls. 120 B.

S. Sellers. Sa. Sales. B. Buyers

Benjamin and Potts, 8 Jinkee Rd.

Telephone No. Cen. 398

Stock Exchange Transactions

Shanghai, March 19, 1921

OFFICIAL

Shanghai Hotel $55.00
Shanghai Gas Tls. 17.00
Oriental Cotton Tls. 14.00
New Eng: Tls. 25.00
Shanghai Cotton Tls. 116.00
Yangtszepoo Cotton Tls. 22.25

UNOFFICIAL

Weeks Debs Tls. 90.00
Oriental Cotton Tls. 14.00
New Eng: Tls. 25.00
Yangtszepoo Cotton Tls. 23.00
June
Kungyih Cotton Tls. 35.00

Exchange and Bullion

Shanghai, March 19, 1921

Exchange and Bullion

Sovereigns: buying rate,
@ 3/-=Tls. 6.67
@ exch. 72.5=Mex. $9.20
Gold Dollars: Bank buying rate
@ 59=Tls. 1.69
@ exch. 72.5=Mex. $2.34
Mex. Dollars: Market Rate: 72.3
Shanghai Gold Bars: 978 touch Tls. 374
Bar Silver 998 touch ... Tls. 111
Copper Cash ... per tael 201.0
Native Interest ..... Tls. 03

Latest London Quotations

Bar Silver ..... 32⅝d.
Bank Rate of Discount 7%
Ex., Paris on London Fr. 56.25
Ex., New York on London T.T. G.$3.91⅝

Exchange Closing Quotations

London ..... T.T. 3/-
London ..... Demand 3/-⅛
India ..... T.T. 232½
Paris ..... T.T. 850
Paris ..... Demand 853
New York ..... T.T. 58¾
New York ..... Demand 59
Hongkong ..... T.T. 75
Japan ..... T.T. 82
Batavia ..... T.T. 177
Singapore ..... T.T. 77

Bank's Closing Buying Rates

London ..... Demand 3/1¾
London ....4 m-s. Cdts. 3/3
London ....4 m-s. Docy. 3/3½
London ....6 m-s. Cdts. 3/4⅛
London ....6 m-s. Docy. 3/4⅝
Paris ..... 4 m-s. 950
New York ... o/d. Docy. 61⅝
New York ..4 m-s. Docy. 66½

Tourists' Exchange

@ Bank's Closing Demand Buying Rates

£10 @ exch. 3/1¾ = Sh. Tls. 63.58
G.$50 @ exch. 61¾ = Sh. Tls. 80.97
Fr. 250 @ exch. 900 = Sh. Tls. 27.78

1 Shanghai Tael=Mex. $1.38 at Bank's selling rate for Mexican Dollars.

ROUBLES EXCHANGE

Today Banks Buying Rate For Roubles:

Roubles 255,000 ..... =Tls. 100
" 100 ..... =Mex. $0.55

BANKS SELLING RATE FOR MARKS

Marks 3,500 ..... =Tls. 100
" 100 ..... =Mex. $3.97

Lira Exchange

Shanghai, March 19, 1921
Latest Bank Selling Rates:
It. Lire 14.25 = 1 Tael
Equivalent Foreign Quotations:
It. Lire 95.80 = 1 Pound Sterling
It. Lire 24.45 = 1 U.S. Dollar
It. Lire 170.50 = 100 Fr.

CUSTOMS HOUSE EXCHANGE RATES FOR MARCH

Hk. Tls. 5.63 @ 3/2¼ £1
" 1 @ 863 Fr. 9.61
" 1.46 @ 61½ Gold $1
" 1 @ 78 Yen 1.42
" 1 @ 245½ Rs. 2.73
" 1 @ 16.20 It. Lire 18.05
" 1 @ 1.50 Mex. $1.50
" 1 @ — Roubles —

Sharebrokers' Association Transactions

Shanghai, March 19, 1921

OFFICIAL

Oriental Tls. 14.00

UNOFFICIAL

Oriental Tls. 14.00
Oriental Tls. 14.25
S. & H. Wharfs Tls. 132.50

The Small Investors' Co.

8A Peking Road, Shanghai
Shanghai, March 19, 1921

BUSINESS REPORTED

Anglo-Javas at ..... Tls. 6.00
New Engineerings at Tls. 25.00

Douglas Fleming.
Manager.

Chartered Stock And Produce Exchange Ltd.

Closing Quotation Of Transactions yesterday

Shanghai, March 19, 1921

Chinese Bonds 1st year 6%
$18.95 March
$19.15 April

Han-Yeh-Ping
$24.80 April

Nuzu Electric Tramways Co., (Preferred).
$21.00 March

The Shanghai Flour Exchange
$203.00 March

The Chartered S. & P. Ex.,
$78.20 March
$79.10 April

Tungchow Cotton
Tls. 23.15 March
" 23.25 April
" 23.45 May
" 23.60 June
" 23.65 July
" 23.90 August

Local Yarn for Standard 16's Cloudy Stork
Tls. 133.20 March
" 130.00 April
" 128.30 May
" 127.80 June
" 127.70 July

Jute Fabrics

Mr. J. A. Fredericks writes as follows in his jute fabrics circular dated March 16:

Since writing last there has been, practically, no business to record and rates are more or less nominal. This state of affairs is very likely to continue as long as exports demanding this form of packing remain conspicuously absent.

Calcutta wired on the 11th inst. "Owing to depressed market and financial stringency mills are discussing the necessity of curtailing production from July to December. In our opinion four days' work during July, August, and September certain; July to December very probable."

Silk

Messrs. William Little and Company write as follows in their silk report dated March 18.

Our last report was dated 12th inst.

White Silk.—The market continues quiet but steady.

Tsatlee Filatures. — Buffalo A.B.C. Tls. 750 av. Black Horse 1, 2, 3, Tls. 740 av.

Tsatlee New Style.—Condor Ex. 1, Tls. 765 av. Common Tls. 720-710.

Steam Filatures.—A few more purchases are reported at former rates.

Tussah Filatures 8 coc.—Business has been done in Best grades at Tls. 5 decline.

Share Market

Messrs. J. P. Bisset and Company write as follows in their share report for week ending March 18:

The share market on the whole has been quiet for the past week but rates generally remain firm with a tendency to advance. Docks have improved and business has been done today at Tls. 132 Cash. A few rubbers are wanted at present cheap prices.

PROMOTION OF TRADE

A commercial investigation bureau has been established in Peking by the Chinese National Chamber of Commerce. The activities of the bureau will cover the prospects of domestic and foreign trade, the relationships between the two, peculiar local customs, special products in particular localities, as well as the nature of local weights and measures.

Trade Of Dairen Shows Big Increase

Tokio, Feb. 19.—The aggregate trade volume for the port of Dairen for 1910 was only Hk. Tls. 14,000,000, but trade has since made a rapid stride year after year and in 1916 the volume amounted to Hk. Tls. 140,000,000. Last year Dairen witnessed a record volume of trade, which attained Hk. Tls. 198,000,000, and signs point to a greater increase this year.

The export trade of Dairen for 1920 amounted to Hk. Tls. 108,000,000, comprising Hk. Tls. 640,000 for Hongkong, Hk. Tls. 1,070,000 for the Dutch East Indies, Hk. Tls. 16,410,000 for Europe, Hk. Tls. 4,720,000 for Chosen, Hk. Tls. 67,240,000 for other countries. Beans and bean cake form the principal export products for the port of Dairen.

St. John's University News Items

Under the auspices of the Athletic Association, Dr. J. H. Gray of the Olympic Game Committee spoke on the Far East Championship Games before the student body on Wednesday, March 16. The talk was illustrated by moving pictures.

* * *

Candidates for the track team have been called out during the week. Try-outs for the team are being held regularly after 4 p.m.

* * *

Announcement is made of the engagement of Mr. S. L. Sung, the Physical Director of the University, now studying in U. S. A., to Miss Lilie Soho of Oberlin College.

* * *

The College Science Club held its regular meeting on Friday, March 18, at which Mr. Z. Z. Ling was invited to speak on canal works.

* * *

The Senior and Junior Surveying classes, under Mr. W. W. Lan, will take a surveying trip to Hangchow during the Easter vacation.

Passengers Arrived

Per C.M. s.s. Kiangteen from Ningpo: Dr. C. W. Low, Mr. J. Whitehead, Bishop Maloney, Mr. and Mrs. Lee.

Per I-C. s.s. Yusang from Tientsin: Mrs. Daniels and child.

Per I-C. s.s. Luenho from Hankow: Mr. and Mrs. A. de Sherheain, Miss A. Indreboe, Mrs. L. Asheme, Miss O. Tekensurd, Mr. C. H. Mortimer.

Per C.M. s.s. Kiangnan from Hankow: Mr. Cornte Morulli de Boritta.

Per N.S. s.s. Ningshao from Hankow: Mrs. M. C. Steward, Messrs. L. H. Steward, E. J. Burgogue, Mrs. Fime, Mrs. Hamlyn.

Per M.M. s.s. Chili from Marseilles: Messrs. H. Peacock, S. Young, B. S. Hillaire, Lespinatte and family, Brandier, de Neuter, Lievin, Sicard, R. Lacordaire and family, Klein, Cabe, Middleton, Molinier, Mr. and Mrs. Lubienski, Mr. and Mrs. Beruet, Mr. and Mrs. Crimail, Mr. and Mrs. Guttirez, Mr. and Mrs. Leoni, Mr. and Mrs. Lourduig, Miss Taylor, Mrs. Raimondi, Mrs Waser and infant, Misses Looley, Syvertsen, Hansen, Mr. and Mrs. Farereau, Mr. and Mrs. Gabriel, Mr. and Mrs. French, Messrs Bohle and family, Hamon, Gilmer and family, Guillet, Rogue, Stephan, Esch, Moissan and family, Ou, Toigiz; from Port Said: Mr. J. Coosi; from Colombo: Dr. and Miss Claydon; from Saigon: Messrs. Phauhut Jean, Waespe, Dang Chi-hon and child, Huyui vaz Muoi, Chi Doi and child, Mrs. Bugaoff; from Singapore: Mr. H. Evans, Mr. and Mrs. Germann; from Hongkong: Mr. and Mrs. Craft, Messrs. L. Pardon, R. P. Dassier.

Passengers Departed

Per C.N. s.s. Tungting for Hankow: Mr. Lassele, Mrs. Keller.

Per C.N. s.s. Tatung for Kiukiang: Mr. and Mrs. J. N. Cunnigham; for Hankow: Mr. and Mrs. L. C. Cogswell.

Per C.N. s.s. Yingchow for Hongkong: Capt. Pickard, Messrs. Ormiston, G. S. Jensen, Ravitt, Baker, Musante, J. A. Lam, Ypey; for Canton: Mr. and Mrs. W. M. States.

Per C.N. s.s. Fengtien for Weihaiwei: Lieut. St. Aubyn, Mr. and Mrs. Meyer and child, Mr. Magner; for Tientsin: Mr. and Mrs. H. Robinson, Mr. Jameson, Mr. and Mrs. Parsons.

Per C.N. s.s. Suiyang for Tsingtao: Dr. M. C. Lasher, Dr. J. G. Lyon Brown, Miss B. Brown, Mr. and Mrs. Mok A-hon, Messrs. Ching Hok-chow, Mok Wing-yue.

TO DEDICATE "Y"

Friends of the National Committee of the Young Men's Christian Associations of China will be glad to learn that the dedication of the National Building at 20 Museum Road, Shanghai, will take place on April 12. This building which has been completed, only recently is a modern structure of five stories in re-enforced concrete with all up to date office equipments.

The National Executive Committee, at its monthly meeting on March 17 appointed the following committees to make preparations for the occasion.

Committee on program and Invitations: chairman, Dr. Fong F. Sec.; committee on arrangement: chairman, Mr. S. C. Chu, committee on reception; chairman, Mr. N. L. Han, and committee on finance; chairman, Mr. C. C. Nieh.

The China Mutual Life Insurance Co., Ltd.

Registered in England and Hongkong.

A BRITISH COMPANY
with a complete organisation throughout Asia, and Assets exceeding
TAELS TEN MILLIONS

HEAD OFFICE
16 Canton Road, Shanghai.

ASTOR HOUSE HOTEL
TIENTSIN

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park and located in the Centre of the Town's Life and Business.
Spacious and Luxurious Dining and Reception Rooms.
Fifty Bedrooms with private Baths and Toilets.
First Class Cuisine and Selected Cellar, under Foreign supervision.
Central Heating. Electric Light, Modern Sanitary Arrangements.
Hotel Motor-Omnibus and Porters meet all Trains and Boats.
THE MANAGEMENT.

EQUITABLE EASTERN BANKING CORPORATION

Capital and Surplus .....U.S. $2.500.000
Head Office: 37 Wall St., New York
Correspondents
The Equitable Trust Company of New York
New York-London-Paris
Shanghai Branch
No. 1 KIUKIANG ROAD
Telephones ..... C. 1164-*Manager* C. 2012-*General* C. 1140-*T. T. Dept.*
CURRENT AND FIXED DEPOSITS ACCEPTED
INTEREST RATES ON APPLICATION
TELEGRAPHIC TRANSFERS, DRAFTS BOUGHT AND SOLD
W. F. OEHLMANN, JAS. J. ROGERS } *Managers*

大通銀行

Electric Cooking

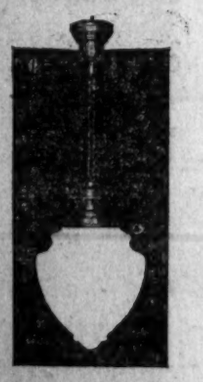
WHY it is preferable to any other kind

Because

IT IS EASY
IT IS ECONOMICAL —
IT IS CLEAN
IT IS HYGIENIC
IT IS SAFE
IT IS UP-TO-DATE

THE MUNICIPAL ELECTRICITY DEPARTMENT
Showrooms: 26 Nanking Road. Tel. Central 283

The General Electric Co. (of China), Ltd.



SPECIALISE IN
ARTISTIC ELECTRIC LIGHT FITTINGS FOR ALL PURPOSES
SPECIAL GLASSWARE ON VIEW
"CELESTIALITE"
AND
"DORIC"
1 & 2 NINGPO ROAD
SHANGHAI
Tel: C. 1606 and 1608

PHILIPPINE NATIONAL BANK
SOLE OFFICIAL DEPOSITORY OF THE PHILIPPINE GOVERNMENT
RESOURCES PESOS 261,000,000
HEAD OFFICE: MANILA

BRANCHES:
New York, Iloilo, Cebu, Cabanatuan, Aparri, Davao, Bacolod, Legaspi, Lucena, Dagupan, Vigan

INTEREST ALLOWED ON FIXED, CURRENT AND SAVINGS DEPOSITS IN FOREIGN OR LOCAL CURRENCY.
BANKING AND EXCHANGE BUSINESS OF EVERY DESCRIPTION UNDERTAKEN.

Correspondents at principal cities in the Orient, United States and Europe.

Tel. Central 2750
SHANGHAI BRANCH
No. 1 The Bund
J. M. NAZARIO, Acting Manager

The Industrial Development Bank of China

SHANGHAI BRANCH.
Authorised Capital ..Mex $5,000,000
Paid Up Capital 2,500,000

Authorized by the Ministry of Finance at Peking, and operated in accordance with the Rules and Regulations for Industrial Banks.

Domestic Exchange transacted, credit granted on securities, interest allowed on current account and fixed deposits, Bills discounted, specie bought and sold, and banking and exchange business of every description transacted, Special Savings Department.

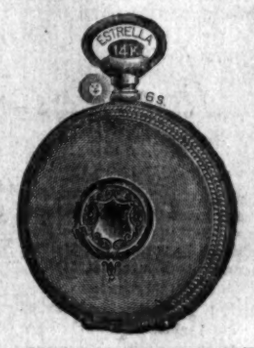
Agencies at Soochow, Wusih, Chinkiang, Nanking and Hsuchow (Kiangsu), Hangchow, Kashing, Hsuchow, Shaoshing, Ningpo, Wenchow and Haimen (Chekiang), Anking, Wuhu, Pangtou (Anhui), Nanchang, Kiukiang (Kiangsi), Hankow and Ichang (Hupeh), Changsha (Hunan), Foochow and Amoy (Fukien), Swatow, Canton and Hongkong (Kuangtung), Tientsin (Chihli), Tsinafu (Shantung), Mukden, Yingkow, Dairen, Changchun, and Harbin (Manchuria). Where agencies are not yet established the Bank of China will be requested to act as agent.

Head Office: 4, Hsiboyen, Peking.
Zah Yung-jei, Manager.
Chen Ting-hsi, Sub-manager.
Shanghai Branch, 16, Peking Road.

TRY IT IN YOUR BATH
By Appointment To H.M. The King.
SCRUBB'S CLOUDY AMMONIA
INVALUABLE FOR TOILET AND DOMESTIC PURPOSES
Of all Grocers, Chemists, etc.
The public are cautioned against the many injurious imitations of "Scrubb's Ammonia" that are being offered, and attention is drawn to the signature of Scrubb & Co. on each bottle, without which none is genuine.
SCRUBB & CO., LTD., GUILDFORD STREET, LONDON, S.E.

THE KAILAN MINING ADMINISTRATION
KAIPING HOUSEHOLD COAL
Orders can now be taken for quantities not exceeding 1 ton delivered to private houses within the Settlement.
$13.00 per ton (cash with order)
No. 1 JINKEE ROAD
Telephone Central 317

UNDER NEW MANAGEMENT
SAVOY HOTEL
Re-modelled and Re-furnished
A Strictly First-Class Family Hotel, at Moderate Rates
Satisfactory Home with Excellent Service and Superior Cuisine
SPECIAL RATES FOR MONTHLY GUESTS



The Watches of High Precision
Waltham American
Zenith Swiss
Sold by us, fully guaranteed, at reasonable prices.
C. Ismer & Co.
44 NANKING ROAD

THOS. COOK & SON
Tourist, Steamship and Forwarding Agents, Bankers, etc.
Offical Passenger Agents to the Philippine Government
Railway and Steamship Tickets supplied at Tariff Rates.
Letters of Credit and Circular Notes Issued and Cashed.
Baggage collected, forwarded and insured at lowest rates.
Cook's "Far Eastern Traveller's Gazette," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.
Tel. Address: "Coupon" THOS. COOK & SON
Telephone Nos. 2203 & 2204 Russo-Asiatic Bank Building, Shanghai
Also Hongkong, Peking, Yokohama, Manila
Chief Office: Ludgate Circus, London, E. C.

Production 80,000 bags per day
The biggest flour mill in the Orient
STAR DECORATION FLOUR
ALWAYS SATISFIES
Write us to send you a trial bag and you'll be glad you accepted the suggestion.
We have a quick motor delivery for your convenience.
Mow Sing and Foh Sing Flour Mills,
Head Office: 58 Kiangse Road, Shanghai.
'Phone 1053 2538 Central.

Holy Week In The Churches

Notices have been issued by St. Joseph's Church that instructions will take place at 6:30 p.m. on Palm Sunday today, Monday, Tuesday and Wednesday. These will be a preparation for Easter duty and will be given in English by the Rev. Father John A. Croke, S. J. On Good Friday at 6:30 o'clock in the afternoon there will be a sermon in English on the Passion by the Rev. Father J. Croke followed by the Stations of the Cross.

The program for Holy Week at St. Joseph's is as follows:

Palm Sunday: Blessing of Palms before 8:15 mass. No sermon at 10 o'clock Mass.

Maundy Thursday: Communion mass at 8 a.m. followed by the procession of the Blessed Sacrement to the Altar of Repose. Stabat Mater at 6 p.m. Adoration of the Blessed Sacrement from Maundy Thursday mass until the office on Good-Friday.

Good-Friday: office at 8 a.m. Way of the Cross in Chinese at 3 p.m.—in French at 5:30 p.m.—in English at 6:30 p.m.

Holy Saturday: office at 7 a.m. —Mass about 8:15 a.m. Holy Communion will be distributed immediately after the Mass.

Confessions: preferably on Holy Wednesday and Holy Saturday from 2 p.m. till night.

Easter Sunday Low Masses at 6, 7, 8:15 and High Mass at 10 a.m. Benediction at 4 p.m.

CHURCH OF SACRED HEART

The Lenten Mission at the Church of the Sacred Heart opened Friday with sermon and benediction at 8:30 o'clock in the evening and a similar service was held last evening. The program for the coming week at the Church of the Sacred Heart is as follows:

Palm Sunday, March 20,
8:30 p.m. Sermon and Benediction.
Monday, March 21,
8:30 p.m. Sermon and Benediction.
Tuesday, March 22,
8:30 p.m. Sermon and Benediction.
Wednesday, March 23,
8:30 p.m. Sermon and Benediction.
Maundy Thursday, March 24,
7:00 a.m. Communion Mass.
8:30 p.m. Sermon and Benediction.
Good Friday, March 25,
7:00 a.m. Morning Service and Mass of the Presanctified.
3:00 Solemn Way of the Cross.
8:00 Sermon and Stabat Mater.
Holy Saturday, March 26,
7:00 Morning Service and at
8:00 Solemn High Mass.
Easter Sunday,
Masses at 6, 7, 8 o'clock.
Solemn High Mass at 10 o'clock.
Solemn Benediction at 5 p.m.

TWO CHURCHES UNITE

Beginning today special services in keeping with Passion Week will be observed in both the Union and Community Churches. Tomorrow afternoon at 5:15 o'clock and each afternoon during the week, both churches will unite in a union service at the Union Church.

A program in full keeping with the period has been arranged, contributing much of passion music.

Monday, 5:30 p.m.
Organ Prelude by Mr. R. C. Young
Eugue in E flat ("St. Ann's") Bach
Choral Preludes on
(a) "St. Cross" .....Parry.
("O come and mourn with me awhile") ....Parry.
(b) "Eventide" .....Parry.
("Abide with me") ..Parry.
"Requiem aeternam" .. Harwood.
Brief address by
Rev. Luther Freeman.
Rev. Norman Rowland.
Hymns : 63, 312, 273.

Tuesday, 5:30 p.m.
Passion Music by the Choir of Union Church.
Anthem "Hide not Thou Thy face"—Farrant.
Recitatives and airs from "Messiah," Mr. E. J. Dingle.
Anthem, "Hear, O Thou Shepherd"—Walmsley.
A Story by Dr. Washington Gladden.
"Closer than a Brother."
(Graciously lent for this service by Miss Gladden),
read by Dr. Freeman.
Hymns: 122, 44 (Austria), 187.

Wednesday, 5:30 p.m.
Passion Music by the Quartet of Community Church.
Thy Will be done ..... Maunder.
O Thou with sweet compassion Maunder.
Just as I am ..... Maunder.
Address by the Rev. A. N. Rowland.
Organ .... Andante Cantabile Widor.
Mr. M. G. Tewksbury.

Thursday, at 5:30 p.m.
("The same night in which He was betrayed")
Communion Service.
Organ Prelude...."The Death of Aase" .... Edward Grieg.
Mr. M. Gardner Tewksbury.
Solo .... There is a green hill Gounod.
Dr. Freeman presiding: aided by Revs. Dr. J. Darroch, E. C. Lobenstine, Dr. A. P. Parker, and A. N. Rowland.
Hymns: 322, 271, 485.

Good Friday, at 11:0 a.m.
Commemoration Service.
Address by Rev. A. N. Rowland, Rev. Luther Freeman presiding.
Air .... "He was despised" Handel.
Mrs. Mathieson.

The regular prayer meeting for missionary work will be merged, with the meeting to be held at Union Church by both Union Church and Community Church, at 5:30.

ABOARD U. S. CRUISER

A special Palm Sunday service will be held aboard U. S. S. New Orleans at 10:15 o'clock this morning. The speaker will be Mr. L. E. McLachlin of the Y.M.C.A. National Committee.

Special music will be rendered by Mrs. Dickerson, soloist; Miss Fitch, violinist; male quartette—Messrs. Crain, Glover, Mele and Stannard. Miss L. B. Lamond, organist.

OPEN PLANT FOR MOTOR CAR BODY BUILDING HERE

New Concern Will Only Construct And Finish Bodies; Start April 1

Emphatic expressions of optimism and enthusiasm for Shanghai's future as the metropolis of the Orient and as the center of the automobile industry of the Far East, accompanied the announcement of Messrs. Charles M. Campbell and Chester V. Manney that they will open a large modern factory for the exclusive production of motor car bodies and finishing.

The new concern is to be known as the Universal Motor Car and Body Works and will occupy a handsome new re-inforced concrete building which is rapidly nearing completion at 21 Dalny Road, Wayside. The plant will be ready to commence operations by April 1 and will be the first one of its kind in China to specialise in body and coach construction and painting only.

The Universal's shops are designed, with modern machinery and equipment, to afford local dealers and owners exceptional facilities on this particular class of work, and give the public real "homeside" jobs at figures which "homeside" manufacturers cannot compete with out here.

A designer will be at the service of those who do not know exactly what they want and he will assist in putting the car owners' ideas into their cars, and counsel on artistic and harmonious color schemes and interior appointments and offer suggestions when and where they are wanted or needed.

"Universal built bodies are going to include everything that contributes to comfort and lasting appearance, as well as refinements which are demanded by the discriminating motorist of today," said Mr. Manney, the superintendent of the new factory, who is an expert in motor car body construction in its various phases.

"On account of the climate here, closed cars are the logical thing for the year around and are rapidly coming into their own in popularity.

"With the building of good roads in China, together with the fascination which motor cars have for the Chinese, it seems to me to be a big opportunity for enterprising Chinese to inaugurate and operate bus lines on a large scale in the future and with this in mind we are preparing to make a specialty of passenger and jitney busses. Incidentally, we believe that some day this method of transportation will help to solve Shanghai's ever-growing traffic problem, which is admittedly a complex one."

"We will maintain a department of consulting engineers and in offering their services to the public we hope to render a fourfold service by protecting truck users against expensive mistakes in design and construction; dealers against disappointed owners; the truck against an unfair chance of "making good" and build up for ourselves a reputation for reliable manufacturing. We are going to offer designs and specifications for all special transportation problems and will build bodies to any specifications which are consistent to the use for which the bodies are intended.

"Specially constructed dust-proof paint rooms have been provided in which to turn out the finest possible coach work finishing. Customers will have a wide range of color combinations to choose from and the experience of an expert designer at their service to carry out suggestions on color schemes which will be in harmony with interior appointments."

American Resident Of Hankow Missing

(China Press Correspondence)

Hankow, March 15.—Mr. David N. Parker, an American resident in Hankow for about eight months and engaged in business with the firm of Parker, Lee and Company of Hankow, mysteriously disappeared from the Hankow Terminus Hotel March 4. Neither his business office nor friends have any word regarding his whereabouts.

Town Hall | MONDAY, 28th March at 9.15 p.m. | Town Hall

The Popular Grand Concert
OF
Mme M. B. Tcherkasskaya

The well-known Prima Donna of the "Petrograd Imperial Theatre" of the "La Scala" at Milan of the "Grand Opera" Paris assisted by the Shanghai Municipal Symphony Orchestra by Maestro PACI conductor.

MUNICIPAL TOWN HALL

Two Grand Farewell Concerts
by
MISCHA ELMAN
The World's Greatest Violinist
On Tuesday March 29th and Saturday, April 2nd
at 9.15 p.m.
Seats $5, $3 and $2.
Booking opens at Moutrie & Co., Ltd., March 16th.
Direction: Hurok-Stroк. 47 West 42nd Street, N. Y., and 496 Rue Eugene Bard, Shanghai.
36313

OLYMPIC THEATRE
SHOWING
TODAY TODAY TODAY
Matinee Today at 3.15
MARY PICKFORD
IN
"M'LISS"

Do not fail to see this Wonderful Girl, with a spirit as proud and undaunted as a prairie mustang—a great character part for Mary.
and
The Billy West Two-Part Comedy
"HIS DAY OUT"

"PURIM BALL"
in aid of Jewish Charities
ASTOR HOUSE HOTEL
THURSDAY, MARCH 24th 1921,
at 9:00 p.m.
Tickets obtainable at Astor House

Commencing Thursday, March 31st
OLYMPIC THEATRE
W. BANVARD
will present his new
LONDON MUSICAL COMEDY COMPANY, 1921
AN ENTIRELY NEW COMPANY OF ARTISTES FROM THE LEADING LONDON THEATRES
assisted by the
LONDON BEAUTY CHORUS
in the latest
LONDON AND NEW YORK SUCCESSES
the repertoire includes
"PLUMS FOR PICKING"
the successful Musical Comedy
"GIRLS AND GIGGLES"
The new, mirthful, Musical Revue
"COMING DOWN"
The popular musical comedy
"CASTLES IN SPAIN"
a bright, breezy, musical comedy revue
"HAREM BELLES"
a happy, jazzy and snappy revue
"PEACHES AND CREAM"
a jolly, irresponsible, musical melange
AND OTHERS
Booking Now Open at Messrs. Moutrie's
Prices $3, $2 and $1.

The VICTORIA THEATRE
Presents
LAST NIGHT! LAST NIGHT! LAST NIGHT!
TONIGHT

CECIL B DE MILLE'S PRODUCTION
"THE WHISPERING CHORUS"
A FILM DRAMA OF THE MOST COMPELLING NATURE
and
The Mack Sennett Two-Part Comedy
"TWO TOUGH TENDERFEET"
Matinee today, with the "WHISPERING CHORUS" and New Episodes of "FATAL FORTUNE"

At the ISIS Theatre To-night
Last Night
The Sweetest Vamp in the world
CONSTANCE TALMADGE
IN
"A VIRTUOUS VAMP"
A FIRST NATIONAL LATEST ATTRACTION
GIRLS!!!
This man-catching game is easy—if you know how. There's fifty snappy lessons in vampy, flirty ways given by Constance Talmadge in "A Virtuous Vamp."
Today Matinee 3 p.m.
"THE VANISHING DAGGER"
The Last 3 episodes

SPECIAL PROGRAMME
AT THE
VICTORIA THEATRE
ON MARCH 23rd, 24th, 26th and 27th
SHOWING
IVAN ABRAMSON'S
GREATEST SOCIAL DRAMA
"THE WRONG WOMAN"
WOMAN ALWAYS SUFFERS BECAUSE OF MAN'S FOOLISH INFATUATIONS. SHE PAYS THE PRICE OF HIS EXCESSES; SHE IS THE VICTIM OF HIS JEALOUSY AND PERFIDY
NO DISCRIMINATION IS MADE WHETHER SHE BE THE RIGHT WOMAN OR
"THE WRONG WOMAN"
SHE IS THE VICTIM OF CIRCUMSTANCES. SUCH PERPLEXING PROBLEMS ARE PART OF THE PLOT OF THE FEATURE PRODUCTION
"THE WRONG WOMAN"
HAVE YOU EVER BEEN MADE THE VICTIM OF CIRCUMSTANCES?
PERHAPS YOUR EMOTIONS ARE DEPICTED IN THIS PICTURE—
YOU WILL WANT TO SEE IT

Cathedral School Annual Prizegiving And Speech Day

On Thursday evening the Cathedral School hall was packed by the parents, friends, old boys and present scholars of the school. Among the guests were Sir Everard and Lady Fraser, Dean and Mrs. Symons; the Rev. C. E. Spencer; the Rev. and Mrs. Robbins; Mrs. Graham Barrow, the headmaster's wife.

The proceedings opened with the singing of the National Anthem. The two midgets, age seven years apiece—Hadley and Morrison, came forward. Morrison introduced his friend and advised the audience that he was about to tell them a story in French, a language which he doubted if the audience knew, and even if they did he was still in some doubt whether they would appreciate Hadley's "Parisian" pronounciation. Both the English speech and the little French story that followed brought forth very hearty applause.

A little French play telling of the woes of a volunteer fire brigade, and which at this moment might appeal strongly to Chief Officer Pett, was quite well acted by a half a dozen boys from the junior school.

HEADMASTER'S REPORT

Mr. Graham-Barrow then read his report on the work and aims of the school, which we give herewith:

"By the breath of the school children shall the state be saved" and so it is written in the Talmud.

We are living in times when everything is in a state of change. What today is law tomorrow will be outlaw. What today is order tomorrow may be disorder. Change is a sign of progress. But change may be so directed that a progress may be born that will be pleasing to a God rather than to his opponent. How can this change be effected?

By the breath of the school children shall the state be saved.

"Ladies and gentlemen, the Cathedral School has attained its fifteenth birthday, and perhaps this will serve as an opportunity to remind ourselves why the School came into being. In 1906, Dean Walker and Sir Havilland De Sausmarez together started a school that would supply an adequate choir for our Cathedral. Things went on with varying success until 1913. Then a choir school became a Cathedral School. By 1917 we had to pay the penalty of success. It was found that our numbers had increased to such an extent that more room and a bigger staff was essential. This meant more money.

"More money is hard to get. And we all ought to recognise that fees do not pay the total cost of education in Shanghai. I am giving no secret away when I tell you that the fees you pay cover little more than fifty percent of the upkeep of this school. But to allay any fears that might arise let me also add that the fees of any other school in Shanghai do not by any means cover the cost of education. But this has little to do with my report.

THANKS TO STAFF

"When our numbers called for greater expenditure the energy of Dean Walker and the sympathetic hearing of a British community soon formed a board of governors, who supplied us with their confidence and the means with which to carry hopes into realisations.

Before passing to the work of the year I should like to take this opportunity of expressing my appreciation of the efforts of every member of the staff. Mr. Robbins, Miss Mungall, Madame Ellis have all worked to make our boys happy and keen. Mrs Van Bergen has been with the school almost as long as I have and I should especially like to bring to your notice her fine efforts and their effects with last year's Cambridge Preliminary Class. I am sure that the parents join with me in my gratitude to her and my other colleagues.

I am sorry to say that this will probably be the last time that Mr. C. C. Graham will be with us. He came to take his part in looking after the financial work of the Settlement but he very quickly showed an interest in the school which since 1915 has never abated. He has been our school organist, our librarain, our secretary and our chum—he has held all these offices without fee or favor. He has been just C. C. to us all. Today we place on our wall a board to record the prizewinners of Dean Walker's bounty. The board has been presented by Mr. C. C. Graham. The names on the board, the donor of the prizes, and C. C. Graham will be remembered as long as the Cathedral School cherishes its motto:

Virtute Et Labore.

1920 DIFFICULT YEAR

"The past year has been a difficult year. War was over and it was necessary for the school, like the world, to pay the penalties of peace. Boys who had been with us awaiting the moment the exchange and the favor of steamship companies would make it possible suddenly made an exodus and our numbers last Spring fell to a point that gave us a decidedly chilly feeling. But like the Shanghai climate, even the educational thermometer has its rapid ups and downs and our Autumn term found us back again in the sunshine of success and with our numbers greater than ever. At present we have as many boys as we can comfortably seat, and unless our walls become elastic very quickly I can only contemplate the taking over of the Deanery, even if it means the eviction of Dean Symons.

"And now let us ask ourselves the question just what the Cathedral School is really aiming at.

"Is it a preparatory school? Is it a school that would turn out a boy ready to meet the demands of life?

"Principally we are out to prepare boys to go to the Homeland and when they get there to know how to play the game both in form and on the playing fields.

"I am very glad to tell you that at the present moment we have boys in at least a dozen of our great English Public Schools. Marlborough, Sedburgh, Bradfield, Rugby, Cheltenham, Radley, Dulwich, the City of London, Weymouth College, Sherborne are a few of the schools that house our old boys—and from letters that I continually receive from them they seem to be holding their own in fine style.

"Only on Sunday last a lady, who has returned with one son—an old boy—who not only reached the sixth form at Weymouth, but also found a welcome place in his school's first eleven at cricket—told me that the younger brother had recently been the winner of a mathematical scholarship and was more than holding his own with his fellows: There are other cases that I should like to mention, because we are proud of our boys but space and time forbids.

SUCCESS IN EAST

"And then what about those boys who are unable to cross the seas and enjoy the privileges of our grand schools in England? How do they fare?

"We have over seventy boys working in our firms in the East. For the nonce I shall take only one instance. Messrs. Butterfield and Swire have a number of our boys. I am asked to let them know when we have available boys—why? because they are absolutely trustworthy.

"Ladies and gentlemen, of course we are proud to tell you these things, if we were not we would not have the pride in our schools that leads to greater success.

"Well, so much for the boys who have gone to England and those who are doing their work out here. Now what about the present inhabitants of these walls?

By the breath of the school children shall the state be saved

"Our whole aim and object is turn out boys who will not only remember that they are British, but that they are also gentlemen. It really does not matter to us if boys pass or fail in examinations—but it does matter to us if we turn out a boy who is unable to cope with difficulties that may arise—it does matter to us if our boys do not appreciate the full meaning of the word 'Honor' and it does matter to us if they do not uphold in its entirety the grandeur of the Empire bequeathed to us.

WHAT IS EDUCATION?

"In the light of what has past and with a hope of a future let us ask the question "What is Education?" What do you want us to make of your sons?

What do you want your sons to make of our heritage?

"What is education? It is that which is imbibed from the moral atmosphere which each child breathes. It is the involuntary and unconscious language of its parents and of those by whom it is surrounded, and not their set speeches and set lectures. It is the words that the young hear fall from their seniors when the speakers are off their guard, and it is by these unconscious expressions that the child interprets the hearts of its parents. That is education.

"And so the educator no longer fixes his eyes on the object—the knowledge, but on the subject—the being to be educated. The success of the education is not determined by what the educated know but what they do and what they are.

They are well educated when they love what is good, and have had all their faculties of mind and body developed to do it.

"Ladies and gentlemen, this is what we of the Cathedral School are aiming at. We do not always hit the target, but we aim, and we try to aim straight.

PRIZES PRESENTED

Lady Fraser was called upon at the conclusion of the speech and in her usual gracious manner presented the different boys with prizes that they had won. Perhaps the most popular prizewinner was "Bill" Gray, who was given a book for being the wittiest and most humorous boy in the school. R.B. Dallas was the first boy to win Dean Walker's Prize, which consisted of a complete set on Scott's novels. Other prizewinners were:

Form Va.—Mathematics, Mayer; Form prize; Chaddeston ma.; Music, Hickmott; General improvement, Lintilhac.

Form Vb.—Mathematics and French, Marshall ma.; Form prize, Poate; General improvement, Cain.

Form IV.—Form prize, Horne; French, Wheeler; Mathematics, Blechynden ma.; Brankston, and Hammond.

Form III.—Form prize, Blechynden mi.; Reading (Leckie; French, Sharples; Arithmetic, Pike and Hykes mi.

Form I.—Form prize, Hadley; Arithmetic, Chadderton mi.; French, Fairbairn.

PROGRAM FOLLOWS

A choir of over seventy voices then sang such old favorites as Men of Harlech, The Harp That Once Through Tara's Halls, The Campbells are Coming, The Minstrel Boy, and Home Sweet Home. This pleasing item was followed by the acting of the Trial Scene from The Merchant of Venice. Excellent elocution, and a simplicity of portrayal, which proved most effective, were the outstanding features of the boys' work.

The proceedings were brought to a close by the vigorous rendering of the school song and cheers for Sir Everard and Lady Fraser. Sir Everard rose and told the audience that they refused to be outdone by the boys and so he called upon them to give three cheers for the Cathedral School and to follow it up with the tiger.

Lyceum Theatre
Monday and Tuesday, March 21 and 22
THE DENNISTON PLAYERS
in
"STOP THIEF"
The play that was penned to make people laugh

Wed., March 23rd.	"UP IN MABEL'S ROOM" "Farce"
Thur., March 24th.	"CIVILIAN CLOTHES" "Comedy"
Sat., March 26th. Matinee 3.15	"SHE WALKED IN HER SLEEP"
Sat. night 9.15 p.m.	"BABY MINE" "Farce"
Mon. & Tues., March 28 & 29.	"THE LION AND THE MOUSE" "Drama"

Performance nightly 9:15 p.m.
Booking now open at Moutrie Co., Ltd.

AT THE CAFE PARISIEN
CATERING STRICTLY TO FAMILY TRADE
DINNER-DANCE
Every Evening
SPECIAL DINNERDANCE DE LUXE
Every
SATURDAY
SPECIAL ATTRACTION
EVERY EVENING
DURING DINNER
PARISIEN JAZZ BAND
HARRY KERREY
(Leader)
For Reservations Phone C. 1915
ANDRE MUSANTE
Supt. of Service
BOB AKEO, Manager

THÉ DANSANTS
EVERY
SUNDAY
at
St. George's
(Late St. George's Cafe)
Bubbling Well
$1.00 Admission $1.00
Including Tea
4:30 p.m.—7 p.m.
FOR RESERVATIONS
TELEPHONE:
C. 1915 or West 802

ASTOR HOUSE HOTEL
Tea Dansants every afternoon
(except Saturday and Sunday)
from 5:15 to 7:15 p.m.
Every Saturday night
Special Dinner Dance de Luxe & Grand Ball
Dancing in the Ball Room every night
(except Sunday)
at 9:30 p.m.
Featuring
Earl Currens Jazz Dance Orchestra.
Reservations:
North 200 and 908

AT THE APOLLO
On Monday, Tuesday and Wednesday, March 21st, 22nd and 23rd.
SAMUEL GOLDWYN PRESENTS
SMILING and LIKEABLE
TOM MOORE
IN AN ENTERTAINING STORY OF SOUTHERN LIFE, ADAPTED FROM THE POPULAR STAGE PLAY ENTITLED
"TOBY'S BOW"
BY TAINTER FOOTE

TOM MOORE in Toby's Bow
GOLDWYN PICTURES
It contains a real surprise. You'll see famous "PAGAN ROUT" held annually in Webster Hall in New York City.
For this event all the Greenwich Villagers turn out for a good time. All the colour of the ball, in costume and setting, has been caught in the picture.
Dancing by Exotically Gowned Girls, Solo Dances in the Futurist Manner, and Informal Groups of Maskers, Idling and Sauntering about the Secluded Bowers attached to the Bohemian Dance Hall, have all been Produced in
"TOBY'S BOW"
Usual Prices
Booking at Robinson's

EXTRAORDINARY! UNUSUAL!
HIGHLY ENTERTAINING PROGRAMME!
OCEANS OF JOY AND LAUGHTER!
SPECIAL COMEDIES WITH GINGER AND PEP!
THE BIGGEST EVENT!
ALL COMEDY PROGRAMME
AT THE
APOLLO THEATRE
ON THURSDAY, SATURDAY AND SUNDAY
MARCH 24th, 26th & 27th

(*GOOD FRIDAY NO PICTURE SHOW*)
PATHE-ORIENT PRESENTS
$100,000
TWO-REEL
LLOYD
COMEDIES!
TWO-REELS OF BIG CALIBRE LAUGHTER!
LAUGHS FOR YOUR LIFE!
SEE
THE FUNNIEST PEOPLE IN PICTURES TO-DAY
HAROLD LLOYD
— THE BOY —
THE CHARMING AND BEAUTIFUL.
MILDRED DAVIS
— THE GIRL —
IN A COMEDY SPECIAL—TWO-REELS OF HAPPY LAUGHS.
"AN EASTERN WESTERNER"
RAPID-FIRE LAUGHS. EVERYTHING FROM THE EASTERN "SHIMMING" TO THE WESTERN CACTUS.
THE TIME OF HAROLD LLOYD'S NEWEST TWO-REEL COMEDY IS SEVERAL COCKTAILS BEFORE THE PROHIBITION HOUR, AND COUNTLESS WRIGGLES AFTER SOME NERVOUS PERSON INTRODUCED THE SHIMMIE!!!
DO YOU KNOW WHO CAN BE FUNNY WITHOUT BEING FAT, OR SKINNY?
HAROLD LLOYD.
DO YOU KNOW WHO CAN MAKE YOU LAUGH AT ANY MOMENT?
LONESOME LUKE, "SNUB" POLLARD, BEBE DANIELS
AND A BEAUTY CHORUS IN
"CAPTAIN KIDD'S KIDS."
2 PARTS
THEY WILL MAKE YOU LAUGH OVER, SHAKE LIKE A BOWL OF JELLY, AND QUIVER WITH MERRIMENT. THEY ARE THE TALK OF THE COUNTRIES. THEY ARE THE COSSIP OF CLUBS.
WHEREVER LAUGHTER IS APPRECIATED, THEY ARE THE TOPIC!!
Smiling BILL PEARSON in "THEY'RE OFF" A very funny comedy
SEE THEM!
THEY WILL PIRATE YOUR FUNNY BONE AND TICKLE YOU TO DEATH!!
PRICES: $1.50 and 1.00
Booking at Robinson's

MATINEE TODAY AT 3 p.m.
The winsome and charming darling of the screen
VIOLA DANA
in
"THE MICROBE"
Adapted from HENRY ALTMUS' famous story. It is a story of dancing joy—fresh with the fragrance of youth and sweet with springtime melody of young love.

TONIGHT AT 9.15 p.m.
The World Famous
MAX LINDER
in
His newest after the war farcical comedy
"MAX IN A CAFE"
Six Parts
LE PETIT CAFE"

GENERAL SHIPPING NEWS

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ships Name	Flag Agents
Mar. 19	—	Hongkong	Alabama	Jap. O.S.K.
Mar. 18	—	Tsingtao	Anshun Maru	Jan. H. H. Co.
Mar. 18	—	Liverpool, ports	Atreus	[illegible]
Mar. 18	—	Hongkong	Bessie Dollar	Br. Dollar Co.
Mar. 18	—		Chennua	Chi. T.Y.S.S. Co.
Mar. 19	—	Marseilles, ports	Chihli	Fr. M. M. Cie.
Mar. 18	—		Chinhsing	Chi. J. T. Co.
Mar. 18	—	Dairen	Chunlee	Chi. Ch. R.Shaw
Mar. 18	—	Hankow, etc.	Chungking	Br. B. & S.
Feb. 22	—	Cruise	Chungtien	Chi. Customs
Mar. 19	—	Tsingtao	Daitoku M.	Jap. H.H. Co.
Mar. 16	—		Foochow	Br. B. & S.
Jan. 19	—		Hwanyin	Chi. Dollar Co.
Mar. 19	—	Tientsin, Chefoo	Hsinming	Chi. C.M.S.N. Co
Mar. 18	—	Dairen	Hwankwei	Chi. S.P.S.N. Co
Mar. 19	—	Japan	Kashmir	Br. M. M. & Co.
Mar. 17	—	London, ports	Khyber	Br. M. M. & Co.
Mar. 19	—	Hankow, etc.	Kiangan	Chi. C.M.S.N. Co.
Mar. 19	—	Japan	Kinzan Maru	Jap. M.B.K.
Mar. 18	—	Japan	Kyodo Maru	Jap. M.B.K.
Mar. 12	—	Japan	Kaitau Maru	Jap. S. Yoko
Mar. 12	—	Hankow, etc.	Kianghsin	Chi. C.M.S.N. Co.
Mar. 5	—	Foochow	Kienshin	Chi. W. & Co.
Feb. 3	—	Ichang	Kikin	Fr. A. Ehiri
Mar. 19	—	Hankow, etc.	Luenho	Br. J.M. & Co.
Mar. 18	—	London, ports	Min	Fr. M. M. Cie
Mar. 16			Meihu	Am. Socony.
Feb. 19	—	Japan	Nissho Maru	Jap. S. Shokai
Mar. 19	—	Hankow, etc.	Ningshao	Chi. N.S.S.N. Co
Mar. 19	—	Hankow, etc.	Poyang	Br. B. & S.
Mar. 9	—	Hongkong	Pelho	Chi. S.P.S.N. Co.
Feb. 18	—	Cruise	Pingching	Chi. Customs
Mar. 10	—	Canton, ports	Paling Maru	Jap. N.K.K.
Mar. 15	—	Manila	Satsuma Maru	Am. Adl. Line
Mar. 16	—	Japan	Senzan Maru	Jap. M.B.K.
Mar. 16	—	Tientsin,	Soochowshing	Chi. J. T. Co.
Mar. 16	—	Chefoo	Shinping	Chi. S.P.S.N. Co.
Feb. 26	—		Sankiang	Chi. S.P.S.N. Co.
Dec. 28	—	Cruise	Store Nordiske	Dan. G.N.T. Co.
Feb. 23	—	Japan	Shinko Maru	Jap. S. Shokai
Mar. 19	—	Tsingtao	Sancho M.	Jap. S.M.R. Co
Mar. 19	—	Pukow	Shantung	Br. B. & S.
Mar. 19	—	Foochow	Shinyoo	Chi. S.P.S.N. Co.
Mar. 17	—	Chinkiang	Shunchong	Chi. T.Y.S.S. Co.
Mar. 18	—	Hankow, etc.	Shinyang Maru	Jap. N.K.K.
Mar. 19	—	Hongkong	Szechuen	Br. B. & S.
Mar. 19	—	Hankow, etc.	Tachang Maru	Jap. N.K.K.
Mar. 18	—	Hankow	Tsingtah	Br. C.I. & E.L. Co.
Mar. 18	—	Dairen	Tjikini	Dut. H. C. T. Co
Dec. 24	—		Wergeland	Am.
Mar. 19	—	Tsingtao	Yekishin Maru	Jap. S.M.R. Co
Mar. 19	—	Tientsin, Chefoo	Yusang	Br. J. M. & Co.
Mar. 16	—	Hankow, etc.	Zuiyo Maru	Jap. S. Shokai

MEN OF WAR IN PORT

Section	Date	Name	Flag and Rating
F N B	Feb. 9	Altair	Fr. cruiser
Mck. W.	Mar. 18	Cockchafer	Br. gun-boat
Mck. W.		Cricket	Br. Gunboat
H.N.B.	Dec. 20	Kinana	Br. gun-boat
1 K.	Mar. 12	New Orleans	Am. cruiser
2 C	Dec. 17	Seb. Caboto	Ital. gunboat
EEW	Mar. 14	Toba	Jap. gunboat
O D W	Feb. 22	Villalobos	Am. gunboat

Departures

Date		From	Ships Name	Flag Agents
Mar. 18	—	New York, ports	Apus	Am. S. & Dix
Mar. 18	—	Chinwangtao	Yachiyo Maru	Jap. K.M.A.
Mar. 18	—	Tientsin	Dukat	Nor. K.M.A.
Mar. 18	—	Newchwang, ports	Toonan	Chi. C.M.S.N. Co.
Mar. 19	—	Hankow, etc.	Tatung	Br. B. & S.
Mar. 19	—	Hankow, etc.	Loongwo	Br. J. M. & Co.
Mar. 19	—	Hankow, etc.	Hwahlee	Chi. S.P.S.N. Co.
Mar. 19	—	Hankow, etc.	Tachi Maru	Jap. N.K.K.
Mar. 19	—	Japan	Chikugo Maru	Jap. N.Y.K.
Mar. 19	—	S. H'kong, C'ton	Yingchow	Br. B. & S.
Mar. 19	—	Hongkong, Canton	Hsinchang	Chi. C.M.S.N. Co.
Mar. 19	—	Tsingtao	Suiyang	Br. B. & S.
Mar. 19	—	Newchang, ports	Tientsin	Br. B. & S.
Mar. 19	—	Tientsin	Heinhung	Chi. C.M.S.N. Co.
Mar. 19	—	Japan	Ajax	Br. B. & S.
Mar. 19	—	W. C'foo, T'tsin	Fengtien	Br. B. & S.
Mar. 19	—	Cruise	Likin	Chi. Customs
Mar. 19	—	Ningpo	Klangteen	Chi. C.M.S.N. Co.

Information For Mariners

SUNDAY, MARCH 20, 1921

High Water at Woosung Bar

(The morning tides are higher than the evening tides, they are about equal after noon and midnight).

Approximate rise, at springs 4 1/4 h at heaps, 5 h.
fall, at springs 8 1/4 h; at heaps, 7½ h.

A.M. Time	A.M. Range	P.M. Time	P.M. Range
9h. 30m.	6ft. 4in.	10h. 5m.	5ft. 10in.

High Water at Tungsha Lightship

(The morning tides are higher than the evening tides).
Approximate rise, 5 1/2 h; approximate fall, 7 h.

	A.M. H.	A.M. M.	P.M. H.	P.M. M.
	7	54	8	33

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight	Dark
2.13 p.m.	3 5 a.m.	6h. 6m.	6h. 10m.	5h. 21m.	6h. 55m.

Mean Barometric Pressure at Shanghai
For March 30.17 in
766.5 mm.

Vessels Due

Changon, *Hankow*	Mar.	24
Chenan, *Hongkong*	Mar.	24
Chungking, *Hankow*	Mar.	28
Colombia, *Hongkong*	Mar.	26
Cordillera, *Japan*	Mar.	23
E. of Japan, *Hongkong*	Mar.	25
E. of Russia, *Vancouver*	Mar.	26
Ejpenor, *U. Kingdom*	Mar.	26
Esang, *Hankow*	Mar.	21
Feiching, *Foochow*	Mar.	24
G. Apcar, *Calcutta*	Mar.	20
Hingsang, *Hongkong*	Mar.	21
Hopsang, *Tsingtao*	Mar.	21
Hain Ningshao, *Ningpo*	Mar.	20
Hsinchi, *Foochow*	Mar.	20
Hsin Peking, *Ningpo*	Mar.	20
Hwahlee, *Hankow*	Mar.	27
Hwahta, *Hankow*	Mar.	23
Inaba Maru, *London*	Mar.	21
Kashing, *Swatow*	Mar.	22
Kasuga Maru, *Japan*	Mar.	22
Kiangan, *Hankow*	Mar.	19
Kiangtoo, *Hankow*	Mar.	21
Kiangteen, *Ningpo*	Mar.	22
Kiangyung, *Hankow*	Mar.	25
Kiangwah, *Hankow*	Mar.	26
Kobe Maru, *Dairen*	Mar.	28
Kumano Maru, *Japan*	Mar.	23
Kutwo, *Hankow*	Mar.	23
Kwangse, *Hongkong*	Mar.	21
Kwangchi, *Foochow*	Mar.	22
Lecungwo, *Hankow*	Mar.	27
Luenyi, *Hankow*	Mar.	26
Nganking, *Hankow*	Mar.	23
Nile, *S. Francisco*	Mar.	28
Omi Maru, *Japan*	Mar.	27
Otaru Maru, *Japan*	Mar.	21
Sakaki Maru, *Dairen*	Mar.	23
Sinkiang, *Hongkong*	Mar.	26
Shengking, *Hankow*	Mar.	26
Shuntien, *Tientsin*	Mar.	23
Soochow, *Hongkong*	Mar.	22
Siberia Maru, *Hongkong*	Mar.	23
Sulwo, *Hankow*	Mar.	20
Suiyang, *Tsingtao*	Mar.	24
Sunning, *Hongkong*	Mar.	28
Takeshima Maru, *Japan*	Mar.	26
Tatung, *Hankow*	Mar.	27
Tehhsing, *Hankow*	Mar.	20
Torilla, *Calcutta*	Mar.	28
Tuckwo, *Hankow*	Mar.	24
Tungchow, *Tientsin*	Mar.	20
Tungshing, *Hongkong*	Mar.	22
W. Campgaw, *New York*	Mar.	30
Wingsang, *Swatow*	Mar.	20
Woosung, *Hankow*	Mar.	25
Wosang, *Hankow*	Mar.	26
Wuchang, *Hankow*	Mar.	21
Yamashiro Maru, *Japan*	Mar.	21

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Mar. 21	—	New York via P'ma	Bessie Dollar	Br.	Dollar Co.
Mar. 21	—	Tacoma, ports	Alabama Maru	Jap.	O. S. K.
Mar. 23	—	San Francisco	†Siberia Maru	Jap.	T. K. K.
Mar. 24	—	New York via Suez	Laertes	Br.	B. & S.
Mar. 25	—	Vancouver	†E. of Japan	Br.	C.P.O.S.
Mar. 25	—	New York v. Suez	Eurana	Am.	S. & Dix
Mar. 26	—	San Francisco	†Colombia	Am.	P.M.S.S. Co
Mar. 31	—	Portland, Ore.	West Nivaria	Am.	Ch. P. Co
Apr. 1	—	New York via Suez	Kandahar	Br.	J.M. & Co.
Apr. 1	—	Portland, Ore.	Coaxet	Am.	Adl. Line
Apr. 1	—	Seattle	W. Montana	Am.	A. Line
Apr. 2	—	Vancouver	†E. of Asia	Br.	C.P.O.S.
Apr. 6	—	San Francisco	†Tenyo Maru	Jap.	T.K.K.
Apr. 10	—	New York	Durban Maru	Jap.	N.Y.K.
Apr. 10	—	Seattle, ports	†Katori Maru	Jap.	N.Y.K.
Apr. 10	—	New York, ports	Durban Maru	Jap.	N.Y.K.
Apr. 11	—	Vancouver	†Monteagle	Br.	C.P.O.S.
Apr. 15	—	New York via P'ma	Melvillt Dollar	Br.	Dollar Co.
Apr. 16	—	Portland, Ore.	Bearport	Am.	Ch. P. Co.
Apr. 20	—	Seattle	West Ivis	Am.	S. & Dix
Apr. 23	—	San Francisco	†Venezuela	Am.	P.M.S.S. Co.
Apr. 24	—	San Francisco	†Nile	Br.	China Mail
Apr. 24	—	Seattle	Kashima Maru	Jap.	N.Y.K.
Apr. 26	—	New York via Suez	K. Companion	Br.	B. & S.
Apr. 26	—	Seattle, ports	Cross Keys	Am.	Adl. Line
Apr. 28	—	New York	Mulpua	Am.	Adl. Line
Apr. 28	—	San Francisco	†Golden State	Am.	P.M.S.S. Co
Apr. 30	—	Vancouver	†E. of Russia	Br.	C.P.O.S.
Apr. 30	—	San Francisco	†Shinyo Maru	Jap.	T.K.K.
May 6	—	Portland	Montague	Am.	Adl. Line
May 10	—	New York, ports	Harold Dollar	Br.	Dollar Co.
May 17	—	Seattle, ports	†Wenatchee	Am.	Adl. Line
May 20	—	Vancouver	†E. of Japan	Br.	C.P.O.S.
May 25	—	New York, ports	Melville Dollar	Br.	Dollar Co.
May 28	—	Vancouver	†E. of Asia	Br.	C.P.O.S.
June 18	—	Vancouver	†Monteagle	Br.	C.P.O.S.
June 20	—	Seattle, ports	†Keystone State	Am.	Adl. Line

FOR JAPAN PORTS

Mar. 20	8.00*	Kobe & Yokohama	Khyber	Br.	M. M. & Co.
Mar. 22	—	Kobe	Inaba Maru	Jap.	N. Y. K.
Mar. 23	—	Moji, Kobe, Osaka	Yamashiro M.	Jap.	N.Y.K.
Mar. 24	—	N'saki, Kobe, Y'hama	Otaru Maru	Jap.	N.Y.K.
Mar. 25	—	N'saki, K., Y'hama	Tenyo Maru	Jap.	N.Y.K.
Mar. 26	—	Moji, Kobe, Osaka	Kumano Maru	Jap.	N.Y.K.
Mar. 29	—	N'saki, Kobe, Y'hama	Takeshima M.	Jap.	N.Y.K.
Mar. 30	—	Mjo, Kobe, Osaka	Omi Maru	Jap.	N.Y.K.
Apr. 2	—	Moji, Kobe, Osaka	Chikugo M.	Jap.	N.Y.K.

FOR EUROPE INDIA, STRAITS, ETC.

Mar. 22	7.00*	London	†Kashmir	Br.	M.M. & Co.
Mar. 25	9.30*	Marseilles, ports	†Cordillere	Fr.	M.M. Cie
Mar. 26	—	Glasgow, ports	K. of the Garter	Br.	B. & S.
Mar. 28	—	London	†Nankin	Br.	M.M. & Co.
Mar. 31	—	Liverpool, ports	Ningchow	Br.	B. & S.
Mar. 31	—	Antwerp, ports	Keemun	Br.	B. & S.
Mar. 31	—	London, ports	Sado Maru	Jap.	N.Y.K.
Apr. 1	—	Hamburg, ports	Alderamin	Dut.	H.C.T. Co
Apr. 5	—	London, ports	Easterling	Am.	A. Line
Apr. 7	—	Bombay	†Dunera	Br.	M.M. & Co
Apr. 7	—	Liverpool, ports	Idomeneus	Br.	B. & S.
Apr. 7	—	Hamburg, ports	Theseus	Br.	B. & S.
Apr. 11	—	London, ports	Kitano Maru	Jap.	N.Y.K.
Apr. 11	—	London, ports	†Khyber	Br.	M. M. & Co
Apr. 14	—	Glasgow, ports	Ajax	Br.	B. & S.
Apr. 14	—	Antwerp, ports	Atreus	Br.	B. & S.
Apr. 21	—	Hamburg, ports	Ejpenor	Br.	B. & S.
Apr. 28	—	Antwerp, ports	Pyrrhus	Br.	B. & S.
Apr. 21	—	London, ports	Matsuye Maru	Jap.	N.Y.K.
May 18	—	Hamburg, ports	Boeroe	Dut.	H.C.T. Co.

FOR SOUTHERN PORTS

Mar. 21	5.00	Ningpo	Hsin Ningshae	Chi.	N.S.S.N. Co.
Mar. 21	4:30	Ningpo	Hsin Peking	Br.	B. & S.
Mar. 22	—	Hongkong	Arabia Maru	Jap.	O. S. K.
Mar. 22	3.30	Ningpo	Klangteen	Chi.	C.M.S.N. Co.
Mar. 22	8.00*	A. H'ong, C'ton	Foochow	Br.	B. & S.
Mar. 22	D.L.	S. H'kong, C'ton	Hopsang	Br.	J.M. & Co.
Mar. 22	8.00*	Hongkong, Canton	Shantung	Br.	B. & S.
Mar. 24	10.00*	H'kong, C'ton	Soochow	Br.	B. & S.
Mar. 26	11.00*	S. H'kong, C'ton	Suiyang	Br.	B. & S.
Mar. 27	—	Manila & Hongkong	E. of Russia	Br.	C.P.O.S.
Mar. 29	—	Hongkong & S'apore	Nile	Br.	China Mail
Apr. 2	—	Manila & Hongkong	Venezuela	Am.	P.M.S.S. Co.
Apr. 4	—	Manila & Hongkong	Cross Keys	Am.	A. Line
Apr. 7	—	Hongkong	Suwa Maru	Jap.	N.Y.K.
Apr. 11	—	Manila & Hongkong	Golden State	Am.	P.M.S.S. Co
Apr. 15	—	Hongkong, Manila	Melville Dollar	Br.	Dollar Co.

FOR NORTHERN PORTS

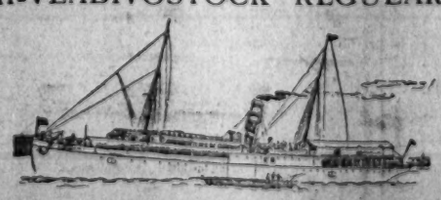
Mar. 20	D.L.	Chefoo & Tientsin	Yusang	Br.	J. M. & Co.
Mar. 22	3.00	W'wei, C'foo, T'tsin	Tungchow	Br.	B. & S.
Mar. 22	—	Chefoo & Tientsin	Hsinming	Chi.	C.M.S.N. Co
Mar. 23	—	Tientsin, ports	Kohoku Maru	Jap.	O. S. K.
Mar. 23	10.00*	Antung	Kweilin	Br.	B. & S.
Mar. 23	10.00*	Vladivostok	Yungshin	Chi.	L.V. Lang
Mar. 23	D.L.	Tsingtao	Tungshing	Br.	J. M. & Co.
Mar. 24	11.00*	Tsingtao & Dairen	Sakaki Maru	Jap.	S.M.R. Co
Mar. 24	10.00*	Antung	Kashing	Br.	B. & S.
Mar. 26	10.00*	W'wei, C'foo, T'tsin	Shuntien	Br.	B. & S.
Mar. 29	1.00	Tsingtao & Dairen	Kobe Maru	Jap.	S.M.R. Co.

FOR RIVER PORTS

Mar. 20	M.N.	Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
Mar 21	M.N.	Hankow, etc.	Kiangan	Chi.	C.M.S.N. Co.
Mar 21	M.N.	Hankow, etc.	Luenho	Br.	J. M. & Co.
Mar 21	M.N.	Hankow, etc.	Poyang	Br.	B. & S.
Mar. 21	D.L.	Pukow	Wingsang	Br.	J. M. & Co.
Mar. 22	M.N.	Hankow, etc.	Tehhsing	Chi.	S.P.S.N. Co.
Mar. 22	M.N.	Hankow, etc.	Sulwo	Br.	J.M. & Co.
Mar. 22	M.N.	Hankow, etc.	Luenyi	Br.	B. & S.
Mar. 22	8.00*	Pukow	Szechuen	Br.	B. & S.
Mar. 23	M.N.	Hankow, etc.	Klangfoo	Chi.	C.M.S.N. Co.
Mar. 23	M.N.	Hankow, etc.	Esang	Br.	J.M. & Co.
Mar. 23	M.N.	Hankow, etc.	Wuchang	Br.	B. & S.
Mar. 24	M.N.	Hankow, etc.	Klangyu	Chi.	C.M.S.N. Co.
Mar. 24	M.N.	Hankow, etc.	Kutwo	Br.	J. M. & Co.
Mar. 24	M.N.	Hankow, etc.	Nganking	Br.	B. & S.
Mar. 24	10.00*	Wuhu	Kiukiang	Br.	B. & S.
Mar. 25	M.N.	Hankow, etc.	Changon	Chi.	S.P.S.N. Co
Mar. 25	M.N.	Hankow, etc.	Tuckwo	Br.	J.M. & Co.
Mar. 26	M.N.	Hankow, etc.	Woosung	Br.	B. & S.
Mar. 27	M.N.	Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
Mar. 28	M.N.	Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
Mar. 28	M.N.	Hankow, etc.	Wosang	Br.	J. M. & Co.
Mar. 28	M.N.	Hankow, etc.	Shengsang	Br.	B. & S.

† CARRYING MAIL
* A. M. M.N.—MIDNIGHT D.L.—DAYLIGHT

SHANGHAI-VLADIVOSTOCK REGULAR SERVICE



The s.s. "YUNGHSIN," chartered, will maintain a regular direct fortnightly service between Shanghai and Vladivostock and will take passengers, mails and parcels.
This steamer has extra large staterooms on the upper deck and is fitted throughout with electric light. An excellent service and cuisine is guaranteed.
1st Class Accommodation for 12 Passengers. 2nd Class Accommodation for 30 Passengers.
For Freight and Passage, apply to

L. V. LANG
Agent

Tel. Cen. 4702 and 3059 No. 8 French Bund.

C. N. C.
CHINA NAVIGATION CO., LTD.
YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

FOR CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.
S.S. "POYANG" ..... sails March 21st, midnight.
S.S. "LUENYI" ..... sails March 22nd, midnight.
S.S. "WUCHANG" ..... sails March 23rd, midnight.

Steamers connect at Hankow with the Company's sailings on the Middle Yangtsze and Hunan Lines.

FOR WEIHAIWEI, CHEFOO and TIENTSIN.
S.S. "TUNGCHOW" ..... sails March 22nd, at 3 p.m.
S.S. "SHUNTIEN" ..... sails March 26th, at 10 a.m.

FOR HONGKONG and CANTON via SWATOW and AMOY.
S.S. "FOOCHOW" ..... sails March 22nd, at 8 a.m.
S.S. "SHANTUNG" ..... sails March 22nd, at 8 a.m.
S.S. "SOOCHOW" ..... sails March 24th, at 10 a.m.
S.S. "SUIYANG" ..... sails March 26th.

FOR NINGPO.
S.S. "HSIN PEKING" ..... sails at 4:30 p.m. every Monday, Wednesday and Friday.

Steamers connect at Hongkong with services to the Philippines, Indo-China and Australian Ports, also to Bangkok and Singapore.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise completely equipped for the comfort and convenience of Passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "The Taikoo Shipping Gazette" or apply to

Tel. Nos.
Passengers: Central No. 401.
Freight: Central No. 77.

BUTTERFIELD & SWIRE,
Agents.
French Bund.

C P O S
CANADIAN PACIFIC OCEAN SERVICES

QUICKEST TIME ACROSS THE PACIFIC

THROUGH TICKETS ISSUED
TO CANADA, UNITED STATES, EUROPE
Itineraries Planned

SAILINGS
TO VANCOUVER VIA NAGASAKI, KOBE AND YOKOHAMA

	Leave Shanghai	Leave Yokohama	Due Vancouver
Empress of Japan	Mar. 25	Mar. 31	Apr. 12
Empress of Asia	Apr. 2	Apr. 9	Apr. 18
Monteagle	Apr. 11	Apr. 17	May 1
Empress of Russia	Apr. 30	May 7	May 16
Empress of Japan	May 20	May 26	June 7
Empress of Asia	May 28	June 4	June 13
Monteagle	June 18	June 24	July 8

TO HONGKONG VIA MANILA	TO HONGKONG DIRECT
Emp. of Russia. Mar 27	Emp. of Japan May 9
Emp. of Asia .. May 11	Monteagle .... June 2
Emp. of Russia. June 11	Emp. of Japan.. July 5
Emp. of Asia ... July 9	Monteagle..... Aug. 8

Dominion Express Travellers Checks Sold

Freight Department	Passenger Department
Corner Peking and Yuen Ming Yuen Roads, Telephone, Central 181.	Palace Hotel Building 19 The Bund, Telephone, Central 182.

THE ADMIRAL LINE
PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC SERVICE

Passengers and Freight
To Seattle
S.S. WENATCHEE ..... MAY 17th
S.S. KEYSTONE STATE ..... JUNE 20th

To Hongkong and Manila
S.S. WENATCHEE ..... APRIL 28th
S.S. KEYSTONE STATE ..... JUNE 2nd

FREIGHT ONLY.

For Seattle, Wash., via Japan
S.S. WHEATLAND MONTANA ..... APRIL 1st
S.S. CROSS KEYS ..... APRIL 26th

For Manila and Hongkong
S.S. CROSS KEYS ..... APRIL 4th
S.S. MONTAGUE ..... APRIL 12th

For Portland, Ore
S.S. COAXET ..... APRIL 1st
S.S. MONTAGUE ..... MAY 6th

Through Bills of Lading issued to all U.S. and Canadian Overland Points. For Freight and Particulars apply to

THE ADMIRAL LINE
R. W. BRUCE,
Agent
Telegraphic Address: "ADMIRALINE."
Cor. Nanking and Kiangse Rds. Tel. C. 5971, 5972 and 5973

PACIFIC MAIL S.S. CO.
AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
PASSENGER and FREIGHT

For San Francisco via Yokohama, Kobe and Honolulu		For Hongkong via Manila	
S.S. Colombia ..	Mar. 26	S.S. Venezuela ..	Apr. 2
S.S. Venezuela ..	Apr. 23	S.S. Golden State	Apr. 11
S.S. Golden State	Apr. 28	S.S. Ecuador	Apr. 30
S.S. Ecuador	May 21	*S.S. Colombia ...	May 28

*To Hongkong direct.

SHANGHAI—CALCUTTA SERVICE
FREIGHT ONLY
Calling at Hongkong, Saigon, Singapore and Penang.
S.S. LAKE GILPEN ..... about ..... March 24

ROUND THE WORLD FREIGHT SERVICE
Regular monthly sailings for Manila, Hongkong, Saigon, Singapore, Calcutta, Colombo, Bombay, Port Said, Alexandria, Marseilles, Barcelona and Baltimore.
S.S. WEST NERIS ..... about ..... May 1

PANAMA SERVICE
PASSENGER and FREIGHT
Regular Bi-monthly sailings for Mexico, Central America, Panama, West Coast of South America.

SAN FRANCISCO-BALTIMORE SERVICE
FREIGHT ONLY.
Regular Bi-monthly sailings for Baltimore calling at Cuban Ports.
Through Bills of Lading issued to all Points in United States, Mexico, Central America, South America, and Cuba.

PACIFIC MAIL STEAMSHIP COMPANY
1B, Nanking Road. Palace Hotel Building,
Telephone Central 5056. Cable Adress "SOLANO."

T. K. K.
SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)
Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.
SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI.

FOR SAN FRANCISCO
FROM SHANGHAI
"SIBERIA MARU" Via Dairen ..... March 23
"TENYO MARU" Via Nagasaki ..... April 6
"SHINYO MARU" Via Nagasaki ..... April 20

FOR HONGKONG VIAMANILA
"SHINYO MARU" ..... April 11

All steamers of this company are thoroughly modern and up to date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance, Deck Dances. Service and Cuisine unexcelled.
Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY and CANADIAN PACIFIC OCEAN SERVICES, LTD.
Through passengers may, onapplication to the purser, obtain Railway transportation between Nagasaki, Kobe and Yokohama.
S. KINNO MANAGER.
71, Szechuen Road.
Telephones 3229 and 3230.

LLOYD TRIESTINO
Fast Passenger Service Regular Sailing for
TRIESTE AND ADRIATIC PORTS
taking cargo on through Bill of Lading to
ADRIATIC (FIUME INCLUDED), LEVANT, BLACK SEA AND DANUBE PORTS.
Next sailings:—
OUTWARD FOR JAPAN:
S.S. "TRISTE" beginning March, 1921
HOMEWARD:
BRINDISI, VENICE AND TRIESTE via PORTS.
S.S. "TRIESTE" about middle April, 1921.
S.S. "PERSIA" about middle May, 1921.
S.S. "NIPPON" about middle June, 1921.
For particulars regarding freight and passages apply to:—
LLOYD TRIESTINO S. N. CO.
Sasoon Building
(No. 28 Kiangse Road) Telephone Central No. 5095

CHINA MAIL S.S. CO., LTD.
PASSENGERS AND FREIGHT
Sailings From Shanghai
(Subject to Change)
FOR SAN FRANCISCO VIA JAPAN AND HONOLULU

	Leave Shanghai	Arrive San Francisco
S.S. "NANKING"	April 3	April 25
S.S. "NILE"	April 24	May 16
S.S. "CHINA"	May 21	June 12

FOR HONGKONG AND MANILA DIRECT		FOR HONGKONG AND SINGAPORE DIRECT	
S.S. "NANKING"	May 30	S.S. "NILE"	March 29
S.S. "NANKING"	Aug. 15	S.S. "CHINA"	April 25

Through Bills of Lading issued to United States and Canadian Overland Points, Mexico, Central and South America, Panama and Atlantic Coast Ports of the United States.
For information regarding Passenger Fares, Freight Rates and further particulars as to sailings, apply to
F. R. BARRETT
FREIGHT AND PASSENGER AGENT
Corner Szechuen and Kiukiang Roads.
Telegraphic Address "CHIMAIL" Phone "Central 4775"

GENERAL SHIPPING NEWS

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
Sailings From Shanghai (Subject to Alteration)

EUROPEAN LINE MAIL SERVICE.

Marseilles, London and Antwerp via Hongkong, Singapore, Penang, Colombo, Suez and Port Said:—

SADO MARU	12,500	Capt. U. Tanaka,	March 31
KITANO MARU	16,000	Capt. K. Inatsu,	April 11

EUROPEAN LINE CARGO SERVICE

For Marseilles and Liverpool via ports:—

KAMAKURA MARU	12,500	Capt. Y. Kawashima,	Middle of May

For London, North Continental Ports via Ports:

MATSUYE MARU		Capt.	April 21

FOR VICTORIA AND SEATTLE (Via Nagasaki, Kobe and Yokohama.)

FOR VICTORIA AND SEATTLE (Sailing via Kobe).

KATORI MARU	19,000	Capt. K. Yoshikawa,	April 10
KASHIMA MARU	19,000	Capt. K. Yoshikawa,	April 10
SUWA MARU	21,000	Capt. M. Machida,	May 15

FOR SAN FRANCISCO, NEW YORK AND BOSTON Via Panama.

Calling Japan Ports

DURBAN MARU	10,000	Capt. E. Takahashi,	April 10

FOR SOUTH AMERICA (Sailing from Kobe)

For Buenos Ayres, Santos, Rio de Janeiro via Durban and Cape Town:—

KAWACHI MARU	12,500	Capt. J. Tsuji,	April 28

FOR YOKOHAMA VIA NAGASAKI, MOJI AND KOBE.

OTARU MARU	4,000	Capt. Y. Kotorii,	Mar. 24
KASUGA MARU	7,000	Capt. T. Nomuchi,	Mar. 25
TAKESHIMA MARU	4,500	Capt. K. Yasunara,	Mar. 29

FOR KOBE AND OSAKA VIA MOJI (Osaka may be omitted).

YAMASHIRO MARU	7,006	Capt. T. Kusahart,	Mar. 23
KUMANO MARU	9,500	Capt. K. Kobayashi,	Mar. 26
OMI MARU	7,000	Capt. S. Shiratori,	Mar. 30
CHIKUGO MARU	5,500	Capt. M. Tsuruga,	April 2

FOR KOBE DIRECT.

INABA MARU	12,500	Capt. K. Hayashi,	Mar. 23

FOR HONGKONG.

SUWA MARU	21,000	Capt. R. Shimizu,	April 7

FOR MANILA AND HONGKONG.

FUSHIMI MARU	21,000	Capt. R. Shimizu,	May 17

FOR AUSTRALIA (Sailing from Hongkong).

For Manila, Zamboanga, Thursday Isl., Townsville, Brisbane, Sydney, Melbourne:—

TANGO MARU	14,000	Capt. B. Saito,	Mar. 28
NIKKO MARU	16,000	Capt. J. Kusano,	April 19
AKI MARU	13,500	Capt. G. Shinomiya,	Mar. 17

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information reply to I. MATSUDAIRA, Manager, Nippon Yusen Kaisha. Tel. Address: Yusen, Shanghai.

CHINA PACIFIC CO.

AGENTS FOR

COLUMBIA PACIFIC SHIPPING CO.

AND

SUDDEN AND CHRISTENSON

Sailing from Shanghai about

S.S. "WEST NIVARIA"	March 31
S.S. "BEARPORT"	April 16
S.S. "WEST NOMENTUM"	to follow

Cargo Service between

Portland, Oregon and Shanghai, Tsingtao, Tientsin, Dairen and Japan Ports

Through Bills of Lading to New York in Connection with American Hawaiian Line Steamers.

Through Railway bills of lading to the principal cities of the United States and Canada.

For information as to freight rates, etc., apply to

C. L. SEITZ, *General Agent.*

Telephone C. 463. No. 6 Kiukiang Road, Shanghai (4th floor)

O. S. K.

OSAKA SHOSEN KAISHA

(Osaka Mercantile Steamship Co.)

Under Mail Contract with Imperial Japanese Government

Sailings From Shanghai (Subject to Alteration)

EUROPEAN LINE, For Marseilles, London, Antwerp, Rotterdam and Hamburg via Hongkong, Singapore and Colombo.

	Tons	Capt.	Arrive	Leave.
BURMA MARU	9,000	S. Kobayashi,	Apr. 11	Apr. 13

NEW YORK LINE, For San Francisco, Panama and New York via Japan Ports.

HONOLULU MARU	15,000	K. Hirano,	June 13	June 15

PUGET SOUND LINE, For Victoria, Seattle Tacoma, and Vancouver via Dairen, Kobe and Yokohama.

ALABAMA MARU	18,000	J. Yamaguichi,	Mar. 19	Mar. 21

FOR HONGKONG.

ARABIA MARU	18,000	Komiya,	Mar. 21	Mar. 22

FOR NORTH CHINA PORTS, For Dairen via Tientsin

KOHOKU MARU	5,000	Akasawa,	Mar. 21	Mar. 23

FOR FORMOSA, For Takao via Keelung.

KEELUNG MARU	3,500	N. Kamisawa,	Mar. 21	Mar. 23

The Company also runs numerous steamers from Japan to Principal Ports of the world.

Through freight booked from Shanghai for Transhipment at Kobe.

OSAKA SHOSEN KAISHA

Union Building, 4 The Bund, Tel. Nos. Central 4333, 4334 and 4335. O.S.K. Yangtsepoo Wharf, Tel Nos. Central 3215 East 208 and 212. Tel. Address: ESHOSEN. Shanghai.

Shipping Items

The I-C. s.s. Wingsang is expected to arrive in Shanghai from Swatow today.

The I-C. s.s. Tungshing is expected to arrive in Shanghai from Canton, Hongkong and Swatow on Tuesday.

The C.M. s.s. Heinchi left Foochow for Shanghai on Friday.

The S.P. s.s. Tehhsing left Hankow for Shanghai on Thursday.

The I-C. s.s. Suiwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The C.N. s.s. Kwangse left Hongkong for Shanghai on Thursday.

The C.N. s.s. Tungchow left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The Adl. Line s.s. Easterling left Honolulu for Milke on Saturday, March 12.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The I-C. s.s. Esang left Hankow for Shanghai on Friday.

The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.

The N.Y.K. s.s. Yamashiro Maru left Moji for Shanghai yesterday and is due to arrive at the N.Y.K. Wharf tomorrow.

The N.Y.K. s.s. Otaru Maru left Kobe for Nagasaki and Shanghai on Thursday and is expected to arrive at the Wayside Wharf tomorrow.

The Adl. Line s.s. Mulpha left Honolulu for Yokohama on Sunday, March 13.

The C.M. s.s. Kiangyu left Hankow for Shanghai yesterday.

The I-C. s.s. Hopsang is expected to arrive in Shanghai from Tsingtao tomorrow.

The I-C. s.s. Hangsang is expected to arrive in Shanghai from Canton, Hongkong and Swatow tomorrow.

The Blue Funnel s.s. Elpenor, from United Kingdom, left Singapore for Hongkong and Shanghai on Wednesday.

The I-C. s.s. Kutwo will leave Hankow for Shanghai today.

The C.N. s.s. Ngankin will leave Hankow for Shanghai today.

The C.N. s.s. Sinkiang will leave Hongkong for Shanghai today.

The C.N. s.s. Shuntien will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The C.M. s.s. Feiching will leave Foochow for Shanghai on Tuesday.

The N.Y.K. s.s. Kasuga Maru will leave Nagasaki for Shanghai today and is expected to arrive at the Wayside Wharf on Tuesday.

The E. and A. s.s. Eastern left Manila for Hongkong on Thursday.

The B.I. s.s. Gregory Apcar, from Calcutta on February 17, left Amoy at 6 o'clock Thursday evening and is due in Shanghai about 7 o'clock this morning. The Apcar will dock at the Hongkew Wharf and is due to sail for the same port by way of Kobe tomorrow.

The Adl. Line s.s. West Campgaw left Kobe for Shanghai on Wednesday.

The Adl. Line s.s. Wenatchee was due to sail from New York on March 12, carrying a De Luxe excursion prior to its leaving Seattle on its maiden trip to the Orient on April 9. The Wenatchee is due to arrive in Shanghai on April 26, seventeen days later.

The S.P. s.s. Changon will leave Hankow for Shanghai tomorrow.

The I-C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Kiangyung will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Woosung will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Sinkiang will leave Hongkong for Shanghai on Tuesday.

The C.N. s.s. Suiyang will leave Tsingtao for Shanghai on Tuesday.

The S.M.R. s.s. Sakaki Maru is expected to arrive in Shanghai from Dairen and Tsingtao Wednesday morning and will sail for same ports at 11 o'clock Thursday morning. The tender with passengers and baggage will leave the Customs jetty at 10 a.m.

The N.Y.K. s.s. Kumano Maru will leave Moji for Shanghai tomorrow and is expected to arrive at the N.Y.K. Wharf on Wednesday.

The C.M. s.s. Kwangchi will leave Foochow for Shanghai today.

The B.I. s.s. Torilla, from Calcutta on March 4, is expected to leave Hongkong for Amoy and Shanghai next Friday.

The P. & O. s.s. Soudan, from London on February 18, is expected to leave Singapore for Hongkong and Shanghai next Friday.

The P. and O. s.s. Kashmir arrived in Shanghai from Japan yesterday afternoon and will sail for London and way ports at 7 o'clock Tuesday morning. The tender Gutzlaff with outgoing passengers and baggage will leave the Customs jetty at 5 o'clock tomorrow afternoon.

Launch Services

TOMORROW

The tender conveying passengers and baggage on board the P. and O. s.s. Kashmir will leave the Customs Jetty at 5 p.m.

Wednesday, March 23, 1921

The tender conveying passengers and mails on board the L. V. Lang s.s. Yungshin will leave the French Mail Jetty at 10 a.m.

Thursday, March 24, 1921

The tender conveying passengers and baggage on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 10 a.m.

Friday, March 25, 1921

The tender conveying passengers and baggage on board the M.M. s.s. Cordilliere will leave the French Mail Jetty at 9.30 a.m.

P. & O., British India, Apcar, E. & A. S.S. Lines

(Companies Incorporated in England)

FOR MARSEILLES, LONDON AND ANTWERP via HONGKONG, STRAITS, CEYLON, EGYPT

S.S. "KASHMIR"	March 22nd
S.S. "NANKIN"	March 31st
S.S. "KHYBER"	April 11th
S.S. "SOUDAN"	April 25th

FOR BOMBAY via STRAITS AND COLOMBO

S.S. "DUNERA"	April 7th
S.S. "DILWARA"	April 29th

FOR CALCUTTA DIRECT FROM HONGKONG

S.S. "GREGORY APCAR"	April 3rd
S.S. "TORILLA"	April 14th

FOR SYDNEY from HONGKONG

S.S. "EASTERN"	April 7th
S.S. "KANOWNA"	May 3rd
S.S. "ST. ALBANS"	May 25th

P. & O. and B.I.S.N. Co.'s tickets interchangeable.

Steamers and sailing dates are liable to be altered or cancelled without notice.

For particulars regarding Freight or Passage, apply to

MACKINNON, MACKENZIE & CO.

AGENTS

24 The Bund, Shanghai

Telephones: General: Central 148
Passage: Central 2516
Freight: Central 2069

BARBER STEAMSHIP LINES, INC.

FOR NEW YORK AND BOSTON

S.S. Mulpua ..... April 28th

FOR LONDON - ANTWERP - ROTTERDAM

S.S. Easterling ..... April 5th

Special Arrangements can be made for full Cargoes.

For rates and particulars apply to

THE BARBER S. S. LINES, INC.

THE ADMIRAL LINE, Agents.

Cor. Nanking and Kiangse Rds. Tel. C. 5971, 5972 and 5973

STRUTHERS & DIXON

INCORPORATED

Pacific Representatives and Operators

Green Star Line

For San Francisco—via Japan Ports
U.S.S.B. S.S. WEST JENA ..... about April 15th

For Seattle—via Japan Ports
U.S.S.B. S.S. WEST IVIS ..... April 20th

For New York—via Suez Canal
Green Star S.S. EURANA ..... March 25th

For information on rates, etc., apply to

EXECUTIVE OFFICE FOR THE FAR EAST
Shanghai, China.

SHANGHAI OFFICE
7 Jinkee Road
Tel. Cent. 5017 and 5018

L. EVERETT, Vice President. W. B. Lust, Agent.

Telegrams "DIXSTRUTH"

Sailed from Shanghai

For San Francisco

West Cajoot	Feb. 26
Ecuador	Feb. 27
China	Feb. 28
Mandarin	Mar. 2
Imlay	Mar. 10
Korea Maru	Mar. 18

For Tacoma

Africa Maru	Mar. 9

For Seattle

Suwa Maru	Feb. 20
Eldridge	Mar. 5
West Ison	Mar. 8
Fushima Maru	Mar. 13

For Portland

Abercos	Feb. 18
West Nomentum	Feb. 25
West Keats	Mar. 12
Pawlet	Mar. 13

For Vancouver

Empress of Russia	Feb. 13

For New York

Alaska Maru	Feb. 18
Grace Dollar	Feb. 23
Toyohashi Maru	Feb. 24
Kentucky	Feb. 26
Oneka	Mar. 2
Amazon Maru	Mar. 17
Schoduck Maru	Mar. 17
Apus	Mar. 18

For London etc.

Mentor	Feb. 17
Yokohama Maru	Feb. 20
Foyle	Feb. 21
Glentara	Feb. 24
Teiresias	Feb. 24
Kashgar	Mar. 1
Helenus	Mar. 3
Kleist	Mar. 7
Tamba Maru	Mar. 7
Mishima Maru	Mar. 14
Karmala	Mar. 15

For Liverpool

Achilles	Feb. 25
Telamon	Mar. 14

For Copenhagen

Australien	Mar. 1

For Rotterdam

Aldebaran	Mar. 3
Glenariffe	Mar. 13

For Hamburg

Calcutta Maru	Mar. 5
Shunko Maru	Mar. 19

For Marseilles

Armand Behic	Feb. 17
Porthos	Mar. 10

For Trieste

Hungaria	Mar. 4

For Genoa

Masaniello	Feb. 22

For Bombay

Dilwara	Mar. 6

For Calcutta

Armatoon Apcar	Mar. 2

For Sydney

Titan	Mar. 7

DOLLAR LINE

REGULAR TRANS-PACIFIC AND NEW YORK FREIGHT SERVICE

MANILA—HONGKONG—SINGAPORE—SHANGHAI TO AMERICA

SAILINGS FOR HONGKONG, MANILA AND SINGAPORE

S.S. "Melville Dollar"	April 15th

SAILINGS FOR VANCOUVER

S.S. "Bessie Dollar"	March 21st
S.S. "Melville Dollar"	May 25th
S.S. "Harold Dollar"	May

SAILINGS FOR NEW YORK

S.S. "Bessie Dollar" via Panama	March 21st
S.S. "Melville Dollar" via Panama	May 25th
S.S. "Harold Dollar" via Panama	May

SAILINGS FOR NEW YORK

S.S. "Robert Dollar" via Suez	Early May
S.S. "M. S. Dollar" via Suez	May

SAILINGS FOR HONGKONG, MANILA AND SINGAPORE

S.S. "Melville Dollar"	April 15th

Through Bills of Lading issued to Points Beyond.

Through Railway Bills of Lading issued to the Principal Cities of the United States and Canada.

For further information as to Freight Rates, etc. apply to

THE ROBERT DOLLAR COMPANY

Union Building, Canton Road

TELEPHONE: CENTRAL 2306

Schiller & Co.

BRITISH FIRM—ESTABLISHED 1885

Insurance, Cartage Contractors, Expert Furniture and Curio Packers, Warehousing at Lowest Rates.

GOODS DELIVERED TO ALL PARTS OF THE WORLD

Telephone Central 204 9 Ezra Road, Shanghai.

Vessels Loading

For River Ports

HANKOW AND PORTS.—The Str. Hwahta, Capt. Hansen, will leave on Sunday, March 20, at midnight. For Freight or Passage apply to C.M.S.N. CO.

HANKOW & PORTS.—The Str. Kiangan, Captain Ross, will leave on Monday, Mar. 21, at midnight. For Freight or Passage apply to C. M. S. N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Poyang, Capt. F. McGarity, will leave from the French Bund on Monday, March 21, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Luenho, 2,868 Tons, Captain Reid, will sail for the above mentioned ports from Hunt's Wharf on Monday, March 21, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Suiwo, 2,671 Tons, Captain Jackson, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, March 22, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Luenyi, Captain Frazier, will leave from the French Bund on Tuesday, March 22, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Wuchang, Capt. Pickard, will leave on Wednesday, Mar. 23, at 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD And SWIRE, Agents Tel. No. 77.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Esang, 1732 Tons, Captain Christie, will sail for the above-mentioned ports from Old Ningpo Wharf on Wednesday, March 23, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Ngankin, Capt. G. D. S. Mills, will leave from the French Bund on Thursday, Mar. 24, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Kutwo, 2664 Tons, Captain James, will sail for the above-mentioned ports from Hunt's Wharf on Thursday Mar. 24, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Tuckwo, 3,770 Tons, Captain Campbell, will sail for the above mentioned ports from Hunt's Wharf on Friday March 25, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Str. Woosung, Capt. C. C. Williams, will leave from the French Bund on Saturday March 26, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Shengking, Capt. G. P. McAdam will leave from the French Bund on Monday, March 28, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking, Captain A. E. Edwards, will leave from the French Bund on Monday, March 21, at 4:30 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The Str. Kiangtsee, Capt. D. D. Ross, will leave on Tuesday, March 22, at 3:30 p.m. For Freight or Passage apply to C.M.S.N. Co.

AMOY, H'KONG & CANTON.—The China Navigation Co.'s Str. Foochow, Capt. W. Tonkin, will leave on Tuesday, March 22, at 8 a.m. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents, Tel. No. 77.

HONGKONG AND CANTON.—The China Navigation Co.'s Str. Shantung, Capt. E. Monkman, will leave from the French Bund on Tuesday, March 22, at 8 a.m. Freight or Passage apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Soochow, Captain G. W. Eedy, will leave from the French Bund on Thursday, March 24, at 10 a. m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

S'TOW H'KONG, CANTON.—TON.—The China Navigation Co.'s Str. Suiyang, Captain W. Shane, will leave from the French Bund on Saturday, March 26, at 11 a.m. For Freight or Passage apply to BUTTERFIELD & SWIRE, Tel. No. 77, Passage Tel. No. 401.

For Northern Ports

CHEFOO & TIENTSIN.—The Str. Heinming, Capt. Wallace, will leave on Tuesday morning, Mar. 22. For Freight or Passage, apply to C.M.S.N. Co.

WEIHAIWEI CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer Tungchow, Captain Harris, will leave from the French Bund on Tuesday, March 22 at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

ANTUNG.—The China Navigation Co.'s Str. Kwelin, Capt. A. McDollwell, will leave on Wednesday, March 23, at 10 a.m. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents, Tel. No. 77.

VLADIVOSTOK DIRECT.—The s.s. Yungshin, Captain Pooiga, will be despatched from Shanghai on Wednesday, March 23 The tender conveying Mail and Pasengers will leave the French mail jetty at 10 a.m. the same day. For Freight or Passage, apply to L. V. Lang, No. 8 French Bund. Phone Nos. Central 4702 and 3059.

ANTUNG.—The China Navigation Co.'s Str. Kashing, Capt. H. P. Hope, will leave on Thursday, March 24, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

CHINWANGTAO Direct.—The Kailan Mining Administration, will despatch the s.s. Kaiping, on March 24. For Freight or Passage, apply to Agent, 1 Jinkee Road Tel. Central 1115.

TIENTSIN DIRECT.—The Kailan Mining Administration, will dispatch the s.s. Halvdan on March 25. For Freight or Passage, apply to Agents, 1 Jinkee Road, Phone C. 1114.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer Shuntien, Capt. H. A. Walker, will leave from the French Bund on Saturday, March 26 at 10 a. m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN Direct.—The Kailan Mining Administration, will despatch the s.s. Kwangping on March 27. For Freight or Passage, apply to Agent, 1 Jinkee Road, Tel. Central 1114.

TYRE SERVICE THAT IS SERVICE
Do not neglect small cuts in your tyres. Bring in the tyre and let's talk it over
H.S. HONIGSBERG & CO. INC.
P. Gichashvili — Tyre Dept.

The China Press
大陸報

SHANGHAI, SUNDAY, MARCH 20, 1921

Overland
THE CENTRAL GARAGE CO.
9 Hongkong Road — Tel Central 6006

Business and Official Notices

ESTABLISHED 1879 — TELEPHONE CENTRAL 158

L. MOORE & Co.
LIMITED

AUCTIONEERS VALUERS LAND BROKERS
45 KIANGSE ROAD SHANGHAI

AUCTION INDEX

Monday, March 21st.—Excellent Household Furniture and Sundries at 10 Hannen Road.

Tuesday, March 22nd.—Superior Household Furniture at 1 Honan Road.

Wednesday, March 23rd.—A quantity of newly imported tinned and bottled Provisions in excellent condition.

Wednesday, March 23rd.—Sundry sound and damaged cargo in godown at 2.30 p.m.

Friday, March 25th.—Superb Jewellery and Curios in Salesroom at 10 a.m.

Saturday, March 26th.—Excellent Household Furniture and Sundries in Salesroom at 10 a.m.

Saturday, March 26th.—The second instalment of the magnificent collection of stamps in upper Salesroom at 2.30 p.m.

Tuesday, March 29th.—Superior Household Furniture and Accessories at 27 Route Doumer.

Thursday, March 31st.—Exquisite curios, brassware and porcelain in Salesroom at 10 a.m.

Thursday, March 31st.—Superior Household Furniture and Sundries at 9 Hannen Road.

Saturday, April 2nd.—Superior Household Furniture and Accessories in Salesroom at 10 a.m.

Saturday, April 2nd.—A splendid collection of Postage stamps in upper Salesrom at 2.30 p.m.

FIRE

North Soochow and North Thibet Roads
March 11th, 1921.

NOTICE

The Offices of the Joint Assessors of this loss are at NO. 6 FOOCHOW ROAD.
First floor: Telephone Central 28
(above the Chinese Post Office)
to which all communications should be addressed from this date.

L. MOORE & CO., LTD.
LOWE, BINGHAM & MATTHEWS.
Joint Assessors.

FIRE

North Soochow and North Thibet Roads
March 11th, 1921.

REMINDER

The Insured under the above loss are reminded that all claims must be sent in to the Insurance Companies concerned before 4 p.m. on the 26th inst.

L. MOORE & CO., LTD.,
LOWE, BINGHAM & MATTHEWS.
Joint Assessors.
36467

SHANGHAI AUCTIONEERS, LIMITED

Telephone No. 5021

FIRE LOSS ADJUSTERS FOR INSURANCE

Valuers for Probate

Inventories of furniture taken at shortest notice and at reasonable rates

Also

Land and Estate Agents

THE BRITISH WOMEN'S ASSOCIATION

The following officers have been elected by the Executive Committee.

Chairman. Mrs. E. B. BILLINGHURST
Vice-Chairman. Mrs. E. M. GULL
Hon. Secretary Mrs. H. J. EVERALL
Hon. Treasurer Miss E. A. BELBIN
The Membership now numbers 600

Subscriptions may be sent to Miss E. A. Belbin, c/o The China Mutual Life Insurance, No. 10 Canton Road. Headquarters are to be opened shortly at No. 18 The Bund, the Chartered Bank residence. The formation of sections is to be considered by the Executive Committee. For the inauguration of any given section, a written application, signed by not less than 20 members, is required. There will be a nominal subscription of $1.00 to each section. All communications should be addressed to the undersigned.

MRS. H. J. EVERALL,
Hon. Secretary,
No. 504 Avenue Foch.

Not a Single
CROSS WORD
in a
CASE
SANDY MACDONALD
(Sandy Mac)
is the best
SCOTCH WHISKY
At All Storekeepers

GARNER, QUELCH & CO.
Sole Agents

Shanghai Auctioneers, Ltd.

NOTICE

We beg to announce that we are removing to more commodious Auction Rooms and Offices, and our new address will be No. 93 Rue Montauban ("Ben" Buildings), next door to the Hudford Garage from the 24th inst.

FRANK W. WHITE.
Manager and Secretary.
Shanghai, 21st March, 1921.
36462

Send Me 200 Used Stamps (all values well assorted) of China and Adjoining Countries and in EXCHANGE
I will give you Picture Post Cards of Famous London Views, British Scenery, and of the Great War etc.,
MISS TEE, 1, Kio Ora,
Stockwell, London, England.
34460

SNR & SHNR.

EASTER HOLIDAY ARRANGEMENTS.

On and from the 24th to the 29th March, inclusive, Return Tickets at a fare and a half will be issued as shown below:—

On S. N. R. 1st and 2nd class between Shanghai North, Soochow, Wusih, Changchow, Tanyang, Chinkiang and Nanking.

On S. H. N. R. 1st, 2nd and 3rd class between Shanghai North or Shanghai South, Jessfield, Siccawei, Sungkiang, Fungching, Kashai, Kashing, Yehzah, Changan, Konzenchiao, Hangchow and Zahkou.

1st, 2nd and 3rd class through return tickets at a fare and a half will be issued from or to the station on either Line above mentioned. Return Tickets to MOKANSHAN will be issued and available from March 23rd to April 3rd, inclusive. MOTOR LAUNCH SERVICE included.

By Order,
ACTING TRAFFIC MANAGER.
36441

FRESH BUTTER
"DAISY"
Brand
AND
MEADOW
Brand
in one-lb. pats
May be obtained from all Leading Stores

These brands of finest quality Fresh Butter are supplied daily to all leading Storekeepers

Pure, Fresh and Delicious

Outport orders may be sent to
Geddes & Co.,
Limited.
Agents.
5 Peking Road, Shanghai
Tel. C. 346.

NOTICE

We have been appointed exclusive Sales Agents for the

TYPEWRITER CO., INC.

New Stock of Machines in all length carriages just received.

THE OFFICE APPLIANCE CO.
22 Nanking Road, Shanghai
Cable "Mackbauck" — Phone C. 4778

EVERY MOTOR-CYCLIST
should have the protection of a
STEWART Hand Operated
WARNING SIGNAL
A clear, sharp, warning blast, which will penetrate all other noises—AND WARN BUT NOT FRIGHTEN.
Distributors and Service Station for China of Stewart Products
The Shanghai Horse Bazaar & Motor Co., Ltd.

FOR SALE

GOOD OPPORTUNITY for the EASTER HOLIDAYS.

1 2-bunk houseboat, length about 40 ft. Light on the yuloh and shallow draft, ready for use, fully equipped with bed-linen, blankets, crockery and cutlery, cooking range, ice chest, table and chairs, carpet, etc.

For further particulars, apply to
W. FUNDER & CO., Auctioneers.
49 Kiangse Road.
36463

THE SAN PEH S. N. CO., LTD.

Shanghai-Vladivostock-Regular Service, via Chefoo.

S.S. "SHINYUE" CAPTAIN W. PURCHERT, 1,800 tons, 13 knots.

This steamer will leave from the Hoong Hsin Wharf, Pootung, on Tuesday, the 22nd March, at about 6 p.m. She will maintain a regular service between Shanghai-Vladivostock, via Chefoo, and will take passengers, mail and parcels (cabins fitted with electric light, excellent service and cuisine). For freight and passage, apply to office of the Company 47-49 Avenue Edward VII. Telephones: Freight C. 1520, Passage C. 3283.
36466

In The International Mixed Court of Shanghai

In Bankruptcy.
Re Oo Dzien Ling (何泉林)
Trading as F. Ching Fong and W. Ching Fong.

A meeting of creditors in the above matter will be held at the offices of the undersigned, 7 Avenue Edouard VII, on Monday, 4th April, 1921, at 4.15 p.m.

Creditors are required to file their claims with us on or before Thursday, 24th March, 1921.

Seth, Mancell & McLure,
Official Court Accountants.
Shanghai, 17th March, 1921.
36457

Business and Official Notices are Continued on Page 20 and 21

COMMERCIAL PACIFIC CABLE CO.

NOTICE

CURRENCY CHARGES ON CABLEGRAMS.

Senders of cablegrams to America, etc., are hereby notified that from the 1st of April, 1921, until further notice, charges will be collected at the rate of $0.39 Mexican, equal to Franc 1.00.

J. D. GAINES,
Manager.
Shanghai, March 19th, 1921.
36461

HOUSES TO LET

HOUSE TO LET, Range Road, furniture and fittings to be taken over. Lease can be arranged. Immediate occupation, owner leaving Shanghai. Apply to Box 1070, THE CHINA PRESS.
36443 M 20

HOUSE to let, French-town, rent 70 Tls. vacant July 1st. Furniture and fittings to be taken over. Lease can be arranged. Apply to Box 1068, THE CHINA PRESS.
36443 M 20

FOR RENT. Four-roomed house in western district. Modern conveniences. Furniture to be taken over Tls. 1,500 cash. Early occupancy. Apply to Box 1067, THE CHINA PRESS.
36442 M 20

FOUR-roomed house with garden, garage, servants' quarters, sanitary plumbing, hot and cold water, end of Avenue Joffre, occupy immediately. Apply to Box 1029, THE CHINA PRESS.
36347 M. 20

TO LET, four rooms semi-foreign house, rent $28, French Concession. Fixtures to be taken over, any reasonable offer accepted, available April 1st. Apply to Box 1048, THE CHINA PRESS.
36402 M. 20

FURNISHED house, 9 rooms, suitable boarding house or flats, western district, long lease. Apply to Box 1064, THE CHINA PRESS.
36428 M. 23

Amusement Advertising will be found on Page 23 and 24

Classified Advertisements

All Advertisements must be prepaid. Replies must be called for.

2 Cents a Word. Minimum Charge 40 cents

PROFESSIONAL

INSTRUCTIONS given in motor car driving, and in fixing minor motor troubles. Full course, $50. Pupil's car. Apply P. C., Room No. 4, 36 Chapoo Road.
36447 M 23

ENGLISH and Russian lessons given by an experienced lady high-school teacher. Apply to Box 1054, THE CHINA PRESS.
36410 M 23

MOTOR CAR DRIVING lessons given by an expert; individual instruction. Apply to Box 1079, THE CHINA PRESS.
36453 M 20

DANCING: Private lessons in the modern dances given by experienced young ladies, with the very latest variations. Apply to Box 1038, THE CHINA PRESS.
36375 M 22

ENGLISH Ladies give lessons English, shorthand, typewriting, banjo, mandolin, piano, violin and painting. Apply to Box 842, THE CHINA PRESS.
36000

DANCING: Individual instruction only. New York's latest wonderful, snappy Fox-trots, "Jazz" One-steps, Waltzes. Connie Hendry, Astor House Hotel.
36421 A. 1

DANCING: Latest steps in Foxtrot and Waltz, also usual modern dances. Beginners taught quickly and thoroughly by experienced American lady. Terms moderate. Telephone Central 669.
36372 M 23

PEKING scholar, English-speaking, wishes to give lessons in Mandarin Chinese. For particulars (terms moderate) apply to Mr. C. S. Chen, No. CH 131 Je Kung Lee, Harbin Road, Shanghai.
36379 M. 22

OFFICES, ETC., TO LET

OFFICES TO LET. Finest location in Shanghai. Two or three rooms, sub-divided. Suitable for doctor, dentist, general business. Inquire 565 Nanking Road, upstairs. Fox Film, corporation.
36420 M. 25

TO LET, four large rooms, suitable for offices, large covered-in passage. Address to Box 1055, THE CHINA PRESS.
36411 M 24

Office to let, 3 large rooms on 1st floor, 6 Foochow Road; also 2 large rooms, ground floor, 51 Szechuen Road; as a whole or will subdivide. Apply J. T. Hammond, 51 Szechuen Road.
36151

FOR RENT, choice, light, airy office, 900 sq. ft., or three rooms 1,800 sq. ft. en suite, in new building, all modern conveniences, central district, immediate occupancy. Lease to May 31st, 1922. Apply to Box 517, THE CHINA PRESS.
35989

TO LET, large office space, ground floor, can be sub-divided into several offices, at 14 Canton Road. Apply to J. T. Hammond, 51 Szechuen Road.
35984

GODOWNS, part or whole, to let in central district. Apply to L. V. Lang, No. 8 French Bund.
35983

GODOWNS, TO LET

TO BE LET in modern godown, central district, about 3,000 square feet space. Early occupation. Apply to Box 1056, THE CHINA PRESS.
36413 M 22

GODOWN FOR RENT, central district. Apply to Box 1042, THE CHINA PRESS.
36391 M. 19.

MATORMONIAL

Mme KRYLOFF, Surgical Obesity, General Corporal Massage, Injections, 9-11 a.m. 2-4 p.m. 307-F Avenue Joffre.
36204

BRITISH lady recently out from England, of nice appearance, age 34, wishes to meet English gentleman in comfortable circumstances with view to matrimony. Apply to Box 1041, THE CHINA PRESS.
36389 M. 22

APARTMENTS

Connaught House
8 Quinsan Garden
Board - Residence
Apply MRS. G. POLLOCK.

TO LET, a large front room with closed-in verandah, and large bathroom attached. Apply to 14 Quinsan Gardens.

To let, with board, large well-furnished room and bath. Suitable for married couple or two bachelors. All modern conveniences, garage, and stabling. Apply to Box 907, THE CHINA PRESS.

TO LET, flat of two rooms, bath and kitchen, verandah, with all conveniences (garage, tennis, telephone), in private family, with or without board, in Medhurst Road near tram. Please apply to Box 1074, THE CHINA PRESS.
36448 M 23

RUSSIAN gentleman, with some knowledge in English, wishes to share furnished large room with foreigner (English or American). Verandah, telephone, full board. Moderate price. (Chaoufoong Road). Apply to Box 1073, THE CHINA PRESS.
36446 M 22

TO LET, with board, in French concession, in private family, one large well furnished room, with large verandah and bath room attached, suitable for two persons. Also one small furnished room. All modern conveniences. Telephone, tennis, and garage, if desired. Apply to Box 1078, THE CHINA PRESS.
36452 M 22

APARTMENT, two rooms and bath, attached kitchen, strictly modern, located in business district, one block from the Bund. Moderate rent. Home furniture to be taken over. Apply to Box 1080, THE CHINA PRESS.
36454 M. 23.

WELL furnished room with board, private bathroom, suitable for two. Apply 3 Young Allen Terrace.
36459 M. 23

FOR RENT, rooms with or without board or entire house. Apply after 5 o'clock p.m., 36 Wayside Road.
36414 M. 26

TO LET, nicely furnished large room, with bathroom attached, no board, gentleman only. Apply 36 Quinsan Road.
36464 M. 20

TO LET, with board, one good furnished room, suitable for two. Apply 52 Boone Road corner North Szechuen Road. Telephone.
36400 M.20

FOR RENT, in western end of town, seven minutes walk from the Bubbling Well car line (No. 1), a five-room house with bath, closet, and servants' quarters. Partly furnished. Furniture and fittings to be taken over. Apply to Box 1050, THE CHINA PRESS.
36406 M 20

WANTED, six to ten-roomed house, furnished or unfurnished, western district or French Concession preferred, careful tenant, willing to take over furniture, if necessary. Apply to Box 1052, THE CHINA PRESS.
36408 M 27

TO RENT, 1st April, 2 small furnished flats. Select locality, very near Race Course, Garden, tennis, garage. Very good varied food, can be served privately. Good home. Apply to Box 1059, THE CHINA PRESS.
36416 M. 20

TO LET, Western district, one well furnished front room with private verandah and bath-room. Excellent board. Suitable for married couple or two bachelors. Apply to Box 1053, THE CHINA PRESS.

WELL furnished double room, verandah, bathroom with geyser attached, use telephone, full board, northern district, on tram line. Couple or two bachelors. Please apply to Box 1049, THE CHINA PRESS.
36403 M.23

TO LET, in Russian private family, well furnished room with private bath, suitable for married couple, with or without board. Dixwell Road. Apply to Box 1045, THE CHINA PRESS.
36396 M.23

EXCHANGE AND MART

FOR SALE, furniture of a furnished flat, consisting of dining room and bedroom, in excellent condition. No reasonable offer will be refused. Apply to Box 1076, THE CHINA PRESS.
36450 M 20

BEST furniture for sale; dining-room, bedroom, etc. Apply 18 Hart Road, or Box 1071, THE CHINA PRESS.
36444 M 24

FOR SALE, second-hand looms, dobbies, jacquards, pirn winders, winding machinery, spare parts and weaving machinery, warpers bobbins. For full particulars, please apply to Box No. 1075, THE CHINA PRESS.
36449 M 24

LADY'S cycle wanted; full particulars as to make and condition. Apply to Box 1069, THE CHINA PRESS.
36443 M 20

FOR SALE, one Hudson Super-Six motor-car. Closed cabriolet body, recently painted, and in perfect running order. Price very reasonable. Apply to Box 1082, THE CHINA PRESS.
36455 M. 20

FOR SALE, one 1917 Hupmobile, just overhauled, repainted. Ready for inspection and trial any time. Price very reasonable. Apply to Box 1083, THE CHINA PRESS.
36456 M. 20

FOR SALE, by owner, Royal typewriter, No. 10, in first class condition. Price very reasonable. Apply to Box 1084, THE CHINA PRESS.
36463 M. 20

SAFETY Razor Blades sharpened like new, three cents single, four cents double blades. Send your old blades to the Y.M.C.A. Barber Shop —"The Sanitary Shop," 130 Szechuen Road.
36152

FOR SALE, 1900 different kinds old postage stamps (worth over $100) to be sold at $30. Apply to Box 1057, THE CHINA PRESS.
36409 M. 20

FOR SALE, one handsome teakwood bedroom suite; no reasonable offer refused. Apply to Box 1062, THE CHINA PRESS.
36424 M. 22

VIOLIN for sale, very old, Stradivarius, price reasonable. Apply to Box 989, THE CHINA PRESS.
36438 M. 23

FOR SALE: Dodge Sedan, a Bargain, driven 800 miles, owner anxious to sell. Apply to Box 1046, THE CHINA PRESS.
36369 M. 20

FOR SALE one new light twin-cylinder motor-cycle. Cheap for cash, terms to reliable party. Apply to Box 1033, THE CHINA PRESS.
36366 M. 20

FOR SALE, excellent quality white serge and gabardine, 54/6" wide, in out-lengths at less than wholesale cost. Price Tls. 3 per yard cash. For further particulars apply to Box 1010, THE CHINA PRESS.
36319 M.20

FOR SALE, One 8" x 9" Ingersoll-Rand Air Compressor. One lot of 4" and 3" steam pipe. One lot of 2" and 3" valves and fittings. All good for 225 lbs. steam pressure. One lot of machine screws, bolts and nuts. Apply to Box 1022, THE CHINA PRESS.
36335 M.22

FOR SALE, Land with Building; good for residence; rooms and courtyard complete. Apply to Tsan Hsin & Co., No. 5 Siking Road, Shanghai.
36235

FOR SALE, 7-passenger "Chandler" touring car and two 5-passenger "Overlands," in good condition. Apply Shanghai Motor Repair Co., No. 11 Boone Road; Telephone, North 1951.
36243 M. 24

Classified Advertisements are Continued on Page 21

Automobile Section

The Seasons Greetings

The Central Garage

9 Hongkong Road Tel. 6001.

ınkers' Attitude Toward Auto Industry s Essential Taking Favorable Trend

L. JOHN W. PRENTISS

ars ago one of the e in New York refused ell-known motor stock in an ordinary call weeks ago the great- banking house in the world became associated with the General Motors Company as its bankers. What has caused this transformation in the attitude of the banker toward the automobile industry? Obviously, it has been the realization on the part of the banker in the meantime of the fact that he had greatly underestimated the strength and the qualities of permanency inherent in the motor industry which make it today, for instance, second only to the iron and steel industry in size. But more specifically it is due to such facts, for instance, as that the very company whose securities were not acceptable as banking collateral five years ago has since that time distributed in cash dividends more than $55,000,000, all paid out of earnings, and has reinvested in its business, also out of earnings, twice that amount, until today the value of its gross annual volume of business is greater than the gross business of any railroad system in the world.

FINANCIERS WERE TOO SLOW

The average banker is slow to change his opinions and his mode of life. That is perhaps one of the reasons why most bankers are called conservative. That is also perhaps the reason why ten years ago every one in Wall Street did not appreciate that transportation by means of gas engines was a coming means of transportation and that transportation by steam engines was going to be less profitable in the future on account of the inroad made by the gas engine. At any rate the banker had no confidence in the gas engine proposition and retained a good deal of his old-time confidence in the steam engine proposition. The result has been that the socalled Wall Street community (our national investing public) has lost money in railroad stocks and bonds while the element which saw the future in the motor car and which lived in the Middle West instead of on Manhattan Island made a lot of money in motor car securities.

IS STAPLE BUSINESS

Ten years ago our Wall Street banker had a motor car which he looked upon more or less as an expensive fad. Today he finds that he must not only have one himself, but that his wife or his daughter has one, that his butcher has one, that his grocer has one and that he is absolutely dependent upon the motor car. As a matter of fact, he depends upon it almost entirely for his daily bread and his daily transportation. In spite of this fact there are a good many people in the banking community who seem to think that the motor car industry is not a staple and permanent business. A well-known banker in New York the other day said to one of his best depositors, "How long is your motor car business going to last?" The motor car man replied, "How long is your banking business going to last?" and added, "Is this bank going to be in business next year?" Whereupon the highly indignant banker allowed that he was, and the motor car man said, "So is our company."

We hear a good deal of talk in the newspapers these days of tight money—that loans to automobile companies are restricted on the theory that the automobile is a non-essential. It is distinctly essential. The word "pleasure car" is a misnomer—there really is no such thing today. Twenty-five years ago the farmer had a horse and buggy to drive him to town. Today he has a so-called pleasure car which costs less to run than the horse and buggy and which does ten times the work.

HAS PASSED PIONEER STAGE

Every industry passes through its pioneer stage of doubt and ridicule, which is successively followed by a period of tremendous expansion and a period of intensive development, leading to unrestricted competition. We may expect these successive stages in the motor industry. It is doubtful, however, if it has even approached the beginning of the end of the second period of expansion. It is so easy for the average person to fall back upon the bicycle for comparison and decide that the automobile will go through the same experience. Yet how few realise that there are more bicycles manufactured today than ever before, although the bicycle industry is supposed to have stopped years ago. Indeed, there never was a basis for comparing the motor industry with the bicycle industry because the bicycle was useful to an individual, whereas each motor car affords pleasure and convenience to anywhere from two to seven people. But even so, the bicycle industry, after the first set-back in its first year of over-expansion, greatly recovered, until its output today is larger than ever.

Whatever fluctuations may come in the motor industry are pretty sure to follow the same lines; that is to say, we may easily have another period like 1911, when there was a temporary overproduction, but how ridiculous were the forecasts then made that the motor industry had reached its peak may be judged by the fact that 1920 output of cars was more than ten times as great as the 1910 output.

30,000,000 CARS FOR U. S.

Much discussion has been heard for a good many years about the saturation point in the automobile business, but no saturation point will probably be seen until there are at least thirty million automobiles in the world, and today the United States controls the markets of the world for motor cars. This is the only country which has learned how to produce in quantity, to standardize its output and therefore to pr duce cheaply.

In the United States today there are 7,800,000 (estimated) automobiles and trucks in use; in England there are 625,000 (estimated) automobiles in use; in France there are 280,000 (estimated) automobiles in use; and in all Europe there are 1,000,000 (estimated) automobiles in use. The rate of consumption in the United States is going to require at least a million cars and trucks a year for the next five years. It is a well-known fact that a medium-priced American automobile can be sold instantaneously in any part of the world today. Furthermore, the average life of an automobile is only about five years. Most people do not keep their cars as long as that, but during that short life of five years the car must be repaired and the sale of parts once a company gets its cars in the hands of the public is a tremendous source of revenue, not only to the company itself but to the accessory company. Most people realize at once that tires must always be replaced, but few people stop to think how many nuts, or bolts, or springs, or windshields, or spark plugs must be replaced, and few people realize that the average automobile is made up of several thousand distinct parts.

RELIEVED CONGESTION

Recently such things have been common as sending a whole flotilla of automobiles over the road in the height of winter and sending fleets of trucks to all parts of the Middle West to move their own fuel and iron and steel, which would be impossible in any other industry; but the automobile men were able to do it and thus maintained production in the early part of this year when other industries were practically suspended. The writer, for instance, saw dealers from Richmond, Va., and Dallas, Tex., driving three and five cars over the road from Cleveland, O., last spring. Thousands of miles of inconvenience for only three cars, and yet there is talk of saturation in the motor industry!

NEED GREATER PRODUCTION

Not until the rest of the world has as many cars as the United States has do automobile men believe they need concern themselves with anything more than temporary abatements in the demand for cars and when, and if that condition is ever reached, there will be a demand, as indicated above, for replacements alone of from two and a half to four million cars a year, which is from two to four times as many cars as have ever been turned out in a single year.

(From "The Spur.")

What is the attitude of the banker toward the automobile and allied industries?

Has there been any change in recent years?

In view of recent credit restrictions, these questions have been asked by every business man associated with the industries.

Col. John W. Prentiss, well-known figure in Wall Street and pioneer in financing of the motor industry, now associated with Hornblower & Weeks, bankers, answers in this story.

He asserts that in the last five years most bankers have been forced to recognise the automobile and associated industries as essential, but admits that even yet a few are not entirely convinced.

Why?

"Because the average banker is slow to change his opinions and mode of life," Col. Prentiss replies.

PREVENTS SKIDDING

Eighteen pointed spikes mounted on a circular frame, constitute a new anti-skid attachment for motor truck wheels and to help them climb grades on icy roadways.

CALL 30,000 BACK TO MOTOR PLANTS

Ford And Five Others Resume On Fifty Percent Production Basis

MANY FACTORIES START

Shutdown Was To Reduce Prices Of Supplies, Not Wages, Is Belief

Detroit, Jan. 29.—Officials of six factories engaged in the manufacture of automobile accessories or bodies announced today that they would be operating Monday on a 50 percent production basis, with half of the former working force, a total of more than 30,000 men, at their labors.

The factories are: Hudson Motor Car Company, Cadillac Motor Car Company, Ford Motor Car Company, Standard Motor Truck Company, Fisher Body Company and the Briggs Manufacturing Company.

The announcement that the Ford Company would reopen probably on a 50 percent basis has had a stimulating effect on the entire motor trade, and particularly among makers of Ford bodies and accessories.

The Briggs company, makers of Ford bodies, announced today that its workmen would be rehired Monday.

Working forces of the Hudson, Standard Motor Truck, Cadillac and Fisher Body companies have been increased gradually during this week and will reach a 50 percent basis Monday, officials of the firms reported.

At most of the plants all former employees, regardless of marital status, are being recalled. But in some, including the Cadillac, operation will be begun on a three day a week schedule.

Officials of the Columbia Motor Company stated that 25 percent of their normal working force were employed last week and that "if orders keep coming in the way they have during the last three or four days" production and employment would rise to 25 to 40 percent of normal during the first week of February.

Thirty-five percent of the Hudson Company's employees are at work. Production experts of the plant stated that spring orders were encouraging enough to indicate an increase in both output and employment to 70 percent of normal in four weeks.

Approximately 25 percent of the employees of the Liberty Motor Company are at work. Production of motor trucks has decreased slightly, but there is an increased demand for pleasure car engines, according to an official of the Continental Motor Corporation. About 10 percent of the normal force is at work in the plant.

As an explanation of the refusal of the Ford company to make official announcement of resumption, one large manufacturer of Ford accessories today advanced the opinion that this is due solely to business diplomacy. Should it become generally known, he believes, that the Ford plant is again in the market there might be a tendency to stiffen prices on articles necessary to production, which during the period of suspension have experienced remarkable declines, in some instances amounting to as high as 50 percent.

In this manufacturer's opinion there is no intention on the part of the Ford company to take advantage of the widespread unemployment to effect any reduction in wages. He reiterated his opinion that the shutdown was simply to force so called profiteers in supplies to moderate their demands.

Thousands Work On Car Selling And Repairing

There are exactly 36,210 passenger car dealers in the United States, according to statistics given, out last week by Alfred Reeves, general manager of the National Automobile Chamber of Commerce. Added to this, 20,596 truck agents hold their own. As for garages, 38,538 of them are in operation, while the repair shop total exceeds them all, being 47,556.

SPRING SEAT LUBRICATION

Many present-day cars are fitted with springs mounted on seats that oscillate. These springs seat usually have some means of lubrication, but many car owners never take the trouble simply to turn up the grease cup provided. While it is not necessary to turn the cup each day, it is advisable to give this part a little attention now and then. In cantilver suspension the center bearing of the spring should be well oiled. Usually this bearing operates upon a small steel shaft, extending out from the frame.

CARS PLAY BIG PART IN LIFE OF SALESMEN

Goodyear's Report Proves That This Is Truly Age Of Motor Marvels

This is truly an age of marvels.

Before the advent of automobiles, traveling salesmen depended upon whatever means of transportation happened to be handy, and in the rural districts often found their way from one town to another by livery rig, logging train, steamboat and occasionally by "Shanks' pony."

But now all this is changed. Through the use of automobiles the knights of the road are now permitted to cover a much wider territory regularly without former discomforts. Trips that formerly required three days are now accomplished easily in one.

GOODYEAR'S STATEMENT

Just how extensively automobiles are aiding these men in "making" their territories, both urban and rural, is indicated in the 1920 performance of the Goodyear Tire and Rubber Company of California in its field comprising twelve Western States.

Figures for the fiscal year just closed show that Goodyear salesmen drove their cars the astounding total of 2,172,125 miles—equal to 659 trips from the Atlantic to the Pacific, or 86 jaunts around the world.

In travelling up and down the coast and wending their way over the rugged mountain roads and lonely desert trains 258 cars saw 45,317 days of exacting service, the general average mileage per day for each salesman amounting to fifty. Gasoline mileage averaged fourteen to the gallon.

GOOD RECORDS KEPT

Accurate records are kept concerning the cost of operation of these cars to determine the relation of this cost to the general expenses of selling the company's products. These records show a wide range of automobile operation cost in various sections of the West.

For instance, the records show that it costs more than three times as much to operate a car in Montana as it does to run one in Southern California. This, of course, takes into consideration the expenditure for gasoline, oil, tires, repairs and depreciation.

CARS IN EVERY LAND

The Goodyear experience shows conclusively that automobile operation costs vary with the condition of the roads, for in the Montana region, where total costs ran high, there are very few roads worthy of the name, while in the California section, where costs ran comparatively low, is located one of the finest road systems in the country.

The argument for good roads, as deduced from these records, is incontrovertible. The Goodyear cars operate in practically every nook and corner of a section of Western country embracing more than a million square miles, and in every region where the operation cost is high the roads are poor.

Too much praise and appreciation can not be given to the army of salesmen traversing the mountains, valleys and deserts of the West, fighting tirelessly and successfully to keep their company's place as the largest manufacturer and seller of tires in the West, in the face of hardships that would severely try less determined men. They must keep in constant touch with nearly 7,800 merchants of all degrees, from the protean garage man, postmaster-general, store proprietor, tire dealer to the owner and manager of the finest appointed service station, supplying them with the tires to keep their customers' cars adequately equipped.

AMMONIA AND THE FINISH

Some car owners are using ammonia solution to brighten up the hood when the latter had become dull. This is bad practice, though the immediate results seem to be good. Ammonia destroys the finish and should not be used, in fact body makers and varnish concerns give strict instructions to keep the car away from stables and barns so that the ammonia from the manure will not injure the body finish.

FILL GREASE CUPS

Go under the car and locate all the grease cups and oil holes that you have been neglecting. Note particularly the brake connections, as they frequently wear through from neglect. Inspect steering connections to see that they are tight and well greased. Give the universal joint a twist to see if it is too lose and load it up with grease.

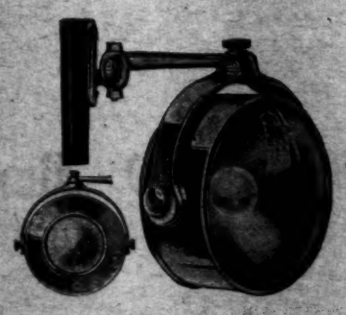
POLICE NAB MOTOR HEARSE

While the police were rounding up automobiles bearing 1920 license tags after the limited extension of time in Philadelphia a motor patrol wagon and a motor hearse were among the hundreds of automobiles and trucks seized.

Presenting **Stewart** CUSTOM BUILT **NECESSITIES** *for 1921*

Stewart Motor-Driven Warning Signal
MODEL 154-A

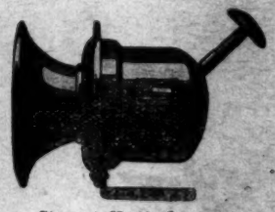
Stewart Motor-Driven Warning Signal
MODEL 136-A
MODEL 157-A



Stewart Searchlight
MODEL 156-A

Warner Autometer
DE-LUXE MODEL 72-A
STANDARD MODEL 71-A

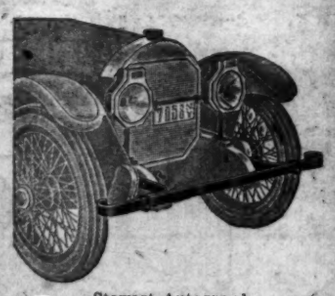
Stewart Hand Operated Warning Signal
MODEL 114



Stewart Hand Operated Warning Signal
MODEL 151-B

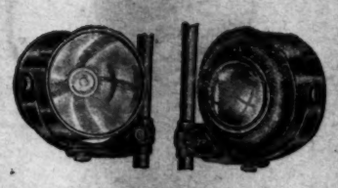
Stewart Searchlight
MODEL 155-A

Stewart Speedometers For Ford Cars
MODEL 160-A
MODEL 160-B
with Instrument Board for Ford open cars.
MODEL 160-C
with Instrument Board for Ford closed cars.
MODEL 160-D
with bracket for installation on dash.



Stewart Autoguard
MODEL 140-G
Special Ford and Chevrolet MODELS

Stewart
Vacuum System



Stewart Searchlight
MODEL 139-C

Stewart Speedometer
MODEL 131-A

The Shanghai Horse Bazaar & Motor Co., Ltd.
DISTRIBUTORS
36, Bubbling Well Road, Shanghai: Garage Telephones, W. 1641, 1642, 1643

Hupmobile

MOTOR CHANDLER CARS

DODGE BROTHERS DETROIT · U·S·A.

CLEVELAND

WE are now living in a motor age, and the man who can afford a motor car and does not buy one, is not enjoying life.

OUR cars need no exaggerated statements nor superlative claims. They have a world-wide reputation as high-grade automobiles that make life worth living.

Max Friedman

SALES MANAGER

CHINA MOTORS LTD

STAR GARAGE EASTERN GARAGE

Telegramaphic Address: "Mechanic, Shanghai"

Main Showroom, 125 Bubbling Well Road

Automobile Industry In 1920

As shown in facts and figures compiled by Alfred Reeves, general manager National Automobile Chamber of Commerce.

AUTOMOBILE USE	
Automobiles registered in United States (approximately)	8,500,000
Passenger cars	7,600,000
Motor trucks	900,000
Cars and trucks owned by farmers	2,500,000
Percent of registration in towns of 5,000 population or less	55 Percent
Percent of registration in towns of 1,000 population or less	33 Percent
Percent of 1920 output bought by agricultural districts	60 Percent
Passenger cars owned by doctors	110,000
State-owned cars and trucks	30,125
Municipally-owned cars and trucks	10,314
Cars and trucks entering and leaving New York city daily	154,725
Persons carried to and from New York daily by car and truck	420,000
Trucks owned by farmers	80,000
Labor-saving value of truck to each farmer annually	$150
Saving in transport charges to each farmer annually through use of truck	$240
AUTOMOBILE'S PART IN AMERICA'S BUSINESS	
Amount of special taxes paid annually by industry to federal government	$257,000,000
Registration fees paid by car users	$81,000,000
Percentage of all cars used more or less for business	90 Percent
Percentage of total mileage used for business	60 Percent
Gain in business efficiency from use of car as reported by average owner	57 Percent
Average increase in doctors' efficiency through use of car	104 Percent
Percentage of steel supply used by automobile industry	4 Percent
Amount paid by industry to railroads for freight on shipments of finished motor vehicles	$100,000,000
PRODUCTION IN 1920	
Cars and trucks produced	2,241,000
Passenger cars produced	1,906,000
Motor trucks produced	335,000
Wholesale value of cars and trucks produced	$2,136,183,676.
Wholesale value of passenger cars produced	$1,703,437,213
Wholesale value of motor trucks produced	$432,746,463
Average wholesale price of passenger cars produced	$897
Average wholesale price of motor trucks produced	$1,273
Motor truck manufacturers in production	170
Passenger car manufacturers in production	90
States in which factories are located	32
Employes engaged in car and truck manufacture	300,000
Automobile tires manufactured	32,400,000
Increase in gasoline production over 1919	19 Percent
AUTOMOBILE EXPORTS IN 1920	
Value of motor vehicles and parts exported, including engines and tires	$338,000,000
Number of passenger automobiles exported	153,000
Increase in number of passenger cars exported	120 Percent
Value of passenger cars exported	$155,000,000
Number of motor trucks exported	27,000
Increase in number of trucks exported	60 Percent
Value of motor trucks exported	$45,000,000
Number of countries to which automobiles were exported during year	114
DEALERS AND GARAGES IN UNITED STATES	
Passenger car dealers	36,210
Motor truck dealers	20,596
Garages	38,538
Repair shops	47,556

FABRICS ARE USED ON LIGHT CARS TO GREAT ADVANTAGE

United States Company's Factory For That Line Is Immense Plant

While the popularity of the cord tire is sweeping rapidly forward among motorists, fully 70 percent of the cars of the country, constituting the small-car class, still ride on fabric tires. The manufacture of cords has been confined largely thus far to the larger sizes and the great mass of the small cars are still equipped with fabrics of the clincher type.

The light weight of these cars makes it possible for the fabric tires to give mileage quite as impressive in the way as the records rolled up by their more celebrated competitors, the cord tires.

At the big Detroit factory of the United States Tire Company small size fabric tires are manufactured in a factory unit so large that it is really an enormous plant in itself. Here hundreds of skilled tire workers have attained a skill that represents the accumulated intensive training of thirty years of fabric tire building. The machinery used has been developed during the long years of fabric tire manufacture until it has reached a degree of excellence and efficiency seldom attained in any line of manufacture.

There is close rivalry between the workmen in the fabric and cord tire divisions and the fabric tire builders will not concede for a moment that a fabric tire is in any degree inferior to a cord tire.

SOLDIER IN THE GAS TANK

If you should have fuel feed trouble which you cannot locate, remove the gasoline tank and shake it. In four out of five cars fitted with cheap tanks there always are a few pieces of solder on the inside of the tank. These pieces work their way to the place over the feed line and prevent the proper flow of fuel. There is only one way of getting the pieces out, and that is to shake them out.

Advice For The Motorist

THE REAR AXLE

Automobile owners are always interested in some piece of information regarding their engine. I suppose that this is because they expect trouble from that part of the car and want to be able to fix it up when that time comes. I stood on the corner of a certain street not long ago when an owner came along with a fine big car and attempted to drive through some very slippery mud which took the place of the customary pavement. He succeeded in driving about half way through, when the car stopped, but the enging kept on running. One wheel had stopped turning, while the other turned at a furious speed, and rubber disappeared from the tread on the tire which was turning like ice on a hot day. This particular fellow thought he had broken something in the rear axle and climbed out of the machine, cussing his luck and the car. I made up my mind then that I would soon try to tell him what really had happened to his car, and hope that he is one of the thousand readers who will read this article.

THE MARCHING SOLDIERS

When a column of soldiers round a turn the man on the inside must stand and mark time while the others march around the corner. He really formed the pivot on which the line of men turn. It is the same way with the rear wheels of an automobile. When we drive around a corner the wheel on the inside must not turn, but the one on the outside must keep on turning. This is made possible by the differential which is placed in the rear axle, and which was doing its duty when the fellow thought he had broken the rear axle of his car. In olden times when we used the horse-drawn vehicles the tires used on the wheels were usually made of steel and it was not necessary to provide a differential, but it was not long after the invention of the automobile before the engineers found that if they were to use rubber tires of thin structure on their rear wheels it would be necessary to provide some way for one rear wheel to stop and still allow the other to turn. Without the differential we might get 1,000 miles from a modern tire from which we expect anywhere from 1,000 to 10,000 miles, as the wheel on the inside would be scraped and dragged around the corner, and say rough stones would cut the rubber. With the wheel with the steel tire this did not make much difference.

ANOTHER MISTAKE

The average motorist takes off the oil plug or can about once a month and finds that there is plenty of grease in the housing around the differential. This same man kicks like a steer later on when a garage man tells him that it will be necessary for him to buy about $50 worth of parts for that rear end. This bill of expense can be saved by having the grease washed out and new grease put in about every 2,000 miles. The grease which you find in the housing may look like grease, but it will not act as a cushion between the gears as it is intended.

A WARNING

The noise made by worn gears in the rear end may be stopped by putting a mixture of heavy grease and cork sawdust into the housing. This is often done to make a car sell, and the new owner finds that he is soon to pay for parts and bearings.

HAIL 1921—AN AUTOMOBILE YEAR

During a period of temporary curtailment wild rumors fly and prophets of disaster gather unaccustomed audiences. As far as pessimism refers to the motor vehicle industry, we have just one basic fact to remember. In 1916 there were built in this country 1,493,000 motor cars. The life of a car in this country is averaged at between four and five years. Therefore, there will go to the scrap-heap in 1921 practically 1,500,000 motor vehicles. All these must be replaced and this may be safely accepted as the basis of the demand for motor vehicles in 1921. Add to these 1,500,000 replacement cars, the new owners who automatically step into the breech each year and the lowest possible minimum of demand on the automobile industry during the coming year is going above 2,000,000 vehicles, which will call for the best efforts of our factories to produce. Ave 1921, the biggest year in the history of the automobile industry.—MOTOR.

GIRL DESIGNER OF PARTS FOR MACK TRUCK

Miss Marie Luhring Finds It More Profitable Than Interior Decorating

Probably every girl at some time in the course of her life fosters the ambition of becoming an interior decorator. It is unusual, however, when such an ambition leads to successful achievement in the engineering field. The logical development of Miss Marie Luhring's career from student of interior decorating to designer of motor truck parts for the International Motor Company, manufacturer of Mack trucks, and first woman member of the Society of Automotive Engineers, is exceedingly interesting.

Miss Luhring, after she had finished her elementary and high school education, decided to make use of her ability at drawing by studying interior decorating. It was necessary for her to take a one-year course of architecture as preparation for this study. During this course she became so interested in architectural engineering that she abandoned interior decorating and continued the study of architecture. On the completion of this course Miss Luhring obtained employment with the Sage Foundation Homes Company as architectural draughtsman. She left this position in order to make a trip abroad.

At the time of her return from Europe practically all building in the United States had ceased because of the outbreak of the war. Therefore, when the expansion of the motor truck industry gave promise of the important position, which motor vehicles were to take in the Nation's transportation, Miss Luhring decided to enter the field of automotive engineering. She became a member of the engineering department of the International Motor Company and has enjoyed marked success in this work.

Miss Luhring is not resting on her laurels, however, but has entered the second year of a course in "Designing and Testing of Automotive Vehicles," conducted by Ethelbert Favary at Cooper Union Night School in New York city. She is not content with being the leading woman member of her profession, but aspires to gain distinction purely through ability without consideration of sex. Her association with Mack truck interests is due to her opinion that Mack engineering represents the most advanced opportunities for her profession.

WATER IN CRANKCASE IS SERIOUS MATTER

This is the time of the year when water condensation in the crankcase is a serious matter. The more cylinders the engine has the worse the situation. Water, a product of combustion, makes its way past the piston rings into the crankcase where it interferes with lubrication. In the warmer weather the water in the form of steam may blow out of the breather, but when the crankcase is fanned by a cold breeze the steam condenses into water which contaminates the oil. The remedy, of course, lies in draining the oil about every four weeks and filtering it.

Worn Shoulders Let Rims Creep On Wheel

The driver who is particular about his car should examine his rims and tires at least once each week. Few owners realise that a rim with its tire can creep around the wheel if the shoulders on the wheel which holds the demountable rim are the least bit worn. This occurred recently and was noticed only because the valve stem came through the wheel hole at an acute angle. This was caused by the rim and tire creeping around, thus tending to pull the valve stem out of its place. If the valve stem is held firmly by means of a cap, then the strain falls on the lower portion of the stem and the portion of the inner tube surrounding it. In the case mentioned the pull was so great that the valve stem was cut almost in two. Also in tightening the rim lugs be sure that you tighten in the correct order. If they are tightened one after the other in order around the rim there is apt to be too much space on one side and too little on the other. Tighten one lug, then the one which is nearly opposite, and so on around.

INSURE your MOTOR CAR

Java Sea and Fire Insurance Company

8 Ezra Road, 1st floor. Tel. 70

LIBERAL CONDITIONS AND MO DERATE RATES

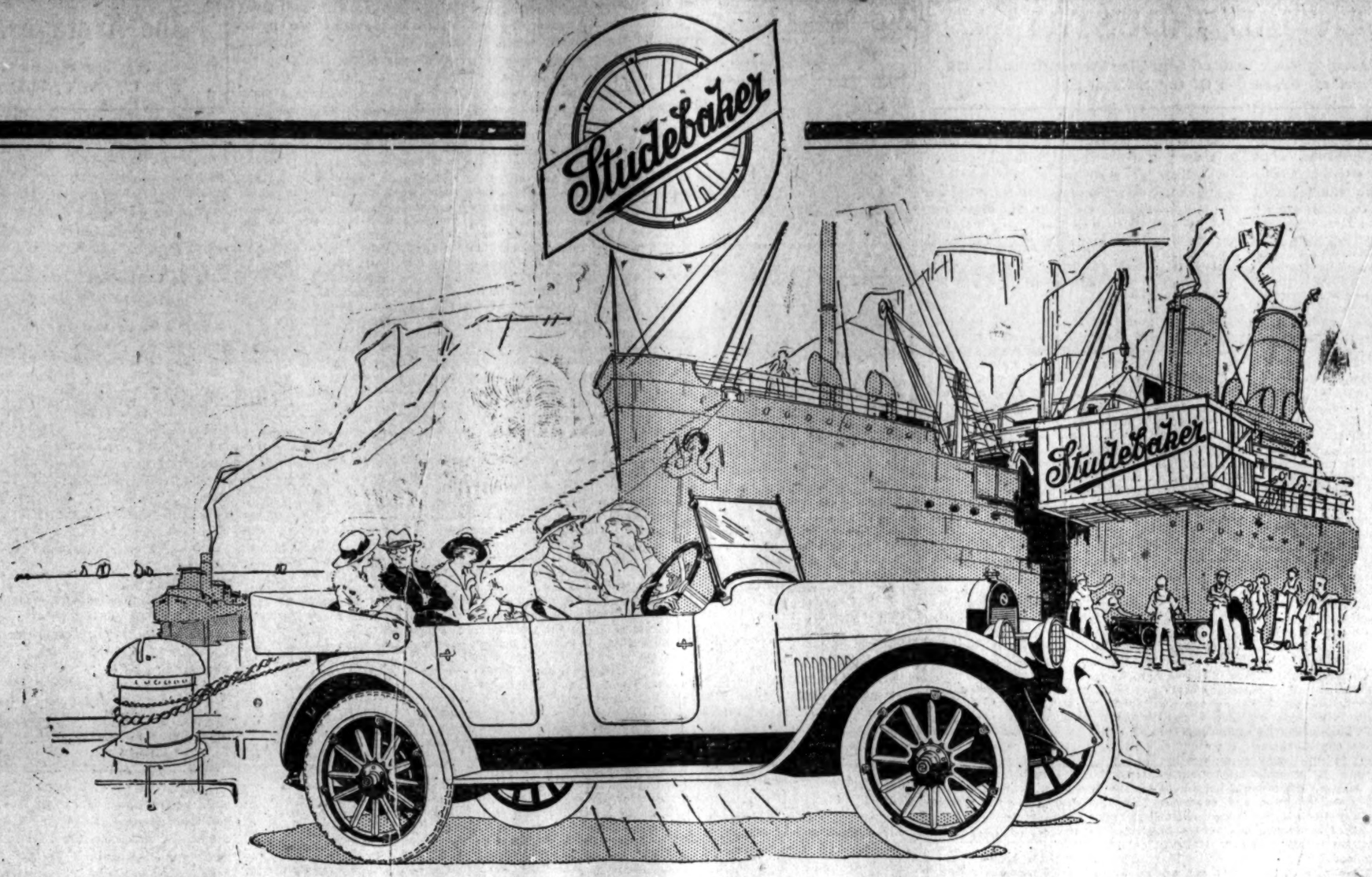
Firestone

"Most in Demand"

2A JINKEE ROAD

CENT. 3809

CENTRAL GARAGE CO. THE SEAL OF SERVICE



The NEW LIGHT-SIX is here!

A shipment of these famous Studebaker Cars has arrived!

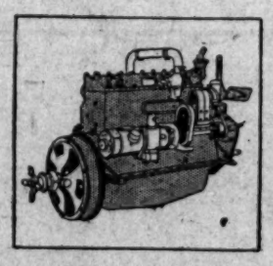
The new Studebaker LIGHT-SIX is here—on exhibition now in our salesrooms! And what a beauty it is! You really must see it to appreciate its rare grace of line and mechanical excellence. The big weather-proof crates that brought these new cars safely across the water are being torn apart and the cars are already on display, so that your early visit will find us thoroughly prepared to assist your inspection in every way.

Gone are the days when even in a light-weight car one must sit cramped for knee room. This new Studebaker has changed all that. It is unusually roomy for a car of short wheelbase, and, in fact, carries the same appearance of luxurious roominess as you would expect to find only in cars of at least fifty percent higher price. Yet this is only one of the many surprising features of the greatest light-weight car value in the world.

The new Studebaker LIGHT-SIX is manufactured complete in the world's newest and most modern automobile plant—a plant constructed especially for this car at a cost of $20,000,000. It follows that the LIGHT-SIX must be a car of exceptional quality, performance and reliability. And, because it is almost entirely a manufactured car, parts-makers' profits are virtually eliminated

Built out of the experience of sixty-eight years of earnest endeavor, the new Studebaker LIGHT-SIX truly represents the last word in motor car construction. It sets a new standard of achievement in automobile engineering for refined and improved design, scientific distribution and exact balance of car weight (2400 pounds evenly distributed over the entire chassis), quick acceleration and power, smoothness and quietness of performance, ease of operation and control, economy of petrol, tyres and maintenance.

SEVEN FEATURES OF LIGHT-SIX SUPERIORITY:



40-Horsepower Engine

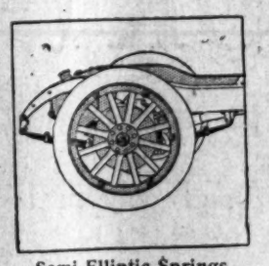
3¾ x 4½-inch detachable-head engine, (79 mm x 114 mm); cylinders and crank case cast ntegral; generator, water pump, oil pump, magneto and relay mounted in one accessible and demountable unit; horizontal feed carburetor with warm air connection. To insure smooth, quiet operation and perfect balance of reciprocating parts, crank-shaft and connecting rods are machined all over.

Internal Hot Spot

The Internal Hot Spot is the result of combining the intake manifold with the motor head so that inlet passages are directly over each combustion chamber at point where head is not cooled by water-jacket, and is very hot. Manifold passages are inclined slightly downward and so arranged that unvaporised petrol is carried directly to heat areas of intake walls where complete volatilisation occurs.

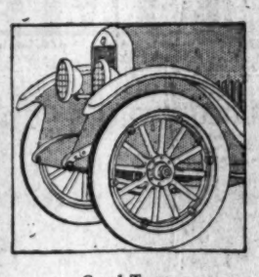
Inclined Valves

Valves are inclined at a 20 degree angle, making possible a freer passage of gases to and from the cylinder, reducing heat losses and giving quicker and better combustion and entirely eliminating pockets which store up dead gases. By multiplying action of the bell cranks, a 5-16-inch lift of the valves is obtained from 3-16-inch cams, thus insuring quiet valve action.



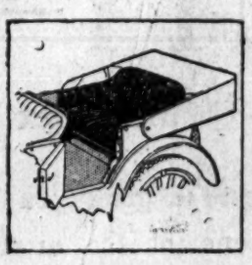
Semi-Elliptic Springs

Both front and rear springs are semi-elliptic, underslung in the rear. Front springs are 38 x 2 inches with 7 leaves; rear are 52 x 2 inches, with 7 leaves. Drive is of the usual Hotchkiss type through the rear springs without troublesome torque arms or radius rods. All spring eyes are bronze bushed; rear springs are provided with flanged bushings which are machined to exact width to eliminate side play and reduce rattle and wear.



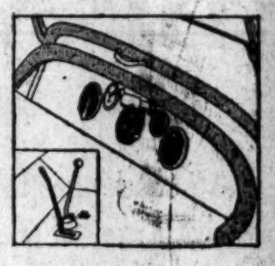
Cord Tyres

The NEW LIGHT-SIX is equipped with 32 x4-inch Cord Tyres both and rear, which means not only welcome freedom from tyre trouble, but, even more important, better roadability and higher tyre mileage. Incidentally, Studebaker is the largest user of Cord Tyres in the world.



Upholstery

The upholstery of the NEW LIGHT-SIX is characteristically Studebaker in every respect. Seats are wide and roomy and covered with French-plaited genuine leather, built up over long spiral springs, heavily padded. Note the wide-opening door, robe rail, and ample leg-room.



Accessories

Standard equipment includes rain-vision, slanting windshield; built-in thief-proof transmission lock; electric horn, electrically lighted mahogany - finished instrument board, on which are mounted carburetor choke, light and ignition switch with lock, oil indicator, speedometer driven from propeller shaft ammeter and fuse box.

See this wonderful new Studebaker—ride in it—and let us prove to you by any test you may suggest that this is, indeed, the World's Greatest Light-Weight Automobile.

THE SHANGHAI HORSE BAZAAR & MOTOR CO., LTD.

36 Bubbling Well Road, Shanghai

Garage Telephones: West 1641, 1642, 1643 & 1644.

Since the pioneer days of vehicle building, 68 years ago, the name Studebaker has stood in every country on the globe for the highest quality, dependability and guaranteed satisfaction. In the entire industry, there is no other name more highly regarded than that of Studebaker.

AN ESSENTIAL INDUSTRY

How The Business Of Manufacturing Motor Vehicles, Supplying Transportation, Forms A Part Of The Economic Foundation Of Our National Life

BY A. BARTON HEPBURN
(Chairman of the Advisory Board of the Chase National Bank of N. Y., who is now touring Japan)

In the early stages of the automobile industry, pleasure cars only were produced. High priced, high powered foreign cars supplemented with some cars of our own make, shooting about the country with little regard to speed limits and the rights of other travelers, naturally produced a prejudice against the motor vehicle. Very soon, however, American ingenuity placed within the reach of all moderate-priced cars. When the general public, and especially the farmer became car owners prejudice rapidly disappeared and the limitations and the fines imposed upon car drivers in certain localities, in many cases representing prejudice, were largely abated.

The commodity use made of the so-called pleasure cars and the tractor, the truck and the van, which soon began to appear convinced the public of motor car utility. In the business stress and strain which followed the war, we have heard much of essential and non-essential industries. The demand upon the banks for funds was so extreme that curtailment was necessary. There was a popular demand that credit should be extended to essential industries, and withheld from the non-essential, and many people were inclined to classify the automobile industry as non-essential. This is most unjust. The automobile industry is legitimate and indispensable. We have all visualized its trucks and vans clogging the thoroughfares everywhere. In the recent congestion on the railroads great relief to shipping was afforded by these trucks and vans. The railroads have suffered greatly by being made the football of politics, by being subjected to vigorous restraint and compelled to render their service for an unfair compensation, but the railroad balance sheet has suffered more than is generally realised by competition of the automobile, first in passenger traffic and now in rapidly growing volume of freight traffic.

The automobile industry produces, in the final analysis, not motor cars and motor trucks, but transportation, a basic necessity, exactly as coal and steel and grain and cloth are basic necessities. Modern life is founded more largely than is generally realised on distribution, which is simply a function of transportation. Eliminate transportation, and civilisation, as we know it, would change its form overnight. Eliminate any one of the principal forms of transportation and modern life would be altered in direct ratio.

Picture, if you can, the effect of the sudden cessation of railway operation. Imagine the confusion and suffering to communities suddenly thrown on their local resources for a living. Imagine the similar condition if inland water transportation were suddenly eliminated. Imagine then the effect of suddenly withdrawing from active use approximately 8,000,000 passenger cars, which would normally carry nearly 25,000,000 people in the course of the year. What would happen to the street railway companies, to the railroads and other carriers of passengers if there were suddenly imposed upon them the task of supplying the transportation which people now get from their motor cars? Railway men welcome and use the motor truck as a subsidiary transport medium and feeder to their business.

One of the features of modern urban life is the extent to which the business population is now commuting to its offices. The unending stream of passenger carrying motors on Fifth Avenue in New York and Michigan Avenue in Chicago, has its counterpart in every city throughout the country, and in the smaller centers the stream is probably proportionately heavier. What would happen to the street railways and suburban railway lines if they were suddenly asked to assume this burden in addition to their already staggering loads?

By means of the motor car, all our cities have been enabled to extend their boundaries, to spread out and to offer better living facilities for the toilers in their business districts. The motor vehicle brings a wider range of territory into direct contribution to the city than could have been hoped for a few years ago. On the freight-carrying side, vast areas of market gardens now ship their products direct to city customers by motor truck, simplifying a distribution problem that had become acute.

Morover, this phase of motor transportation usefulness is only in its infancy. With the extension of good roads throughout the suburban areas, our big cities will gradually enlarge the areas from which they may draw direct supplies, so that by degrees they will become largely self-supporting and draw a large proportion of their food supplies from their own territory.

It is rather laughable to look back a few years and remember the primal aversion of the American farmer for the motor car. If I recollect aright a "sockless" representative of one western farmer constituency, some years ago, held his position principally by diatribes against motor cars and those who rode in them. In an impassioned moment he once told a farmer audience that he "never had ridden in a motor car and please God, if he kept his strength he never would." What a reception that far-sighted individual would get at a grange meeting today?

The fact is that no class of our population has benefited so deeply and permanently by the advent of the motor car as our citizens of farm and ranch. The farmer considers his motor car as much a part of his farm equipment as his threshing machine and he is among the most generous buyers in the country. By means of trailers he markets his pigs and cattle and brings back furniture and all kinds of supplies. The great farming states of Iowa and Nebraska lead the country in relative number of motor cars. Iowa has a car for each six inhabitants, and Nebraska is only a fraction behind. These two states, made up largely of rural districts, could carry their entire population in their own motor cars.

The farmer of the present era is no longer isolated from the delights of social intercourse, not only with his neighbors but with the world in general. Church, school, theater or the humbler pleasures of the "movie" are now at the command of the farmer who owns a motor car. Rural free delivery and the motor car have banished isolation from the farm and will tend to make rural life attractive to our young men and help stem the flood of emigration to the cities.

It may be doubted that the general public understands, as yet, the important role that the motor vehicle is going to play in the development of education in this country. Progressive communities have already discovered how the motor car will enable them to give superior schooling facilities at an actual saving of money. The old-fashioned method of furnishing education in the rural districts by means of small district schools, is rapidly passing. Diffusion means weakness in this as in most other phases of human activity. The tiny red school house of yesterday was limited in its equipment and in its ability to bestow broad gauge education. Progressive communities have found a better way. By uniting their efforts on a big central school and bringing their scholars thither in common motor vehicles, they are able to concentrate, save money and pay better salaries and secure better teachers.

From a toy or luxury, the motor vehicle has become a vital element of the business, social and cultural life of modern America. The position of the industry which produces anything thus woven into the life of its day is assured.

At the present time there are in operation in this country, stated in round numbers, 8,000,000 passenger cars and 1,000,000 trucks. The accepted figures with regard to passenger cars are that three and a half persons are carried in each car. This means that the 8,000,000 cars have a carrying capacity of approximately one-quarter of the total inhabitants of our country. Few other industries have so large a proportion of the population as a direct clientele.

During 1919 the automobile industry produced a total of 1,974,016 vehicles, of which 316,364 were motor trucks. The total value of this production was $1,885,112,546. This is the record for the industry, although 1917 approximated these figures, and the present year may surpass them, and by the time 1921 is fairly under way there will be 10,000,000 motor cars in use. It is usually accepted that the life of a motor car in this country is between four and five years. This means that the automobile industry must produce 2,000,000 cars per annum, simply to make good the "death-rate." The industry has not yet reached the 2,000,000 production rate, so that obviously we are not yet at the end of the expansion era, even if we left out of calculation new customers.

It is safe to assume as a basis for consideration of the position of the automobile industry, a market for 2,000,000 cars per annum, with a value of approximately $2,000,000,000. This alone would constitute the automobile industry as one of the greatest manufacturing businesses of the world, but there is no reason to think that the market is thus limited. The population of the United States is increasing at the rate of 1,500,000 a year and this number, simply on a pro rata basis would demand 350,000 extra cars each year.

All history and human experience teach that when once a people discovers a means of making its life richer, it strives mightily to increase the same. The motor car is one of the incentives of our national life today. The man who has never had a car strives to become an owner. He who already possesses is ambitious to own a outcome? The predictions of the saturation point of motor car ownership, made a few years ago, are ridiculous today in the light of experience. The automobile industry has achieved an assured position as a leading industrial activity and its future is as firmly assured as its past has been remarkable.

The automobile industry has made mistakes in the past. It has been badly managed from a financial standpoint. It should have put its enormous earnings back into its plants and generally strengthened itself as cotton mills, woolen mills and other well-managed plants would do, so as to be able to do business mainly upon its own resources with only occasional assistance from the outside. Instead of safeguarding itself generally, its policy seems to have been to enrich its stockholders by large dividends and frequent stock dividends, and the attitude toward the general public has been one of a constant plea for money. By means of stocks and securities offered for sale, or direct borrowings from its banks, the industry has absorbed funds from the outside instead of husbanding its money earned as it should have done. In its experience of the present time it is learning the wisdom of paying for plant improvements from excess profits.

A motor car is an asset, not a liability—provided the owner's financial standing justifies the purchase. But sales on the installment plan to people who cannot well afford to purchase and who pay an excessive commission to guarantee companies for their endorsement is a harmful practice. The method of selling cars on the installment plan is justified in many instances, but it ought to be accompanied by reasonable certainty that the purchaser is able to complete his contract and is financially able to support a car. Indiscriminate sales on the deferred payment plan may well be a source of danger to the industry, if it is not properly controlled.

I fully believe that the experience that the industry is having at the present time will reform its management and place it on a par with our conservatively managed manufacturing plants in the future. The above criticisms do not apply to all members of the industry, but they certainly are applicable to many.

The automobile industry is very well able to take care of itself. It deals in a product which has fought its way from classification as a luxury to recognition as a necessity—something wanted by everybody and needed by most, an instrument of pleasure and of commerce as well. The automobile looks back on a past of remarkable achievement, to a present of impressive strength, and a future glowing with promise.—*Motor.*

Sees Husband Killed In Auto Race Crash

This photograph of Mrs. Gaston Chevrolet was taken while she was watching the 250-mile race at the Los Angeles speedway in which her husband and Eddie O'Donnell, another driver, were killed. Mrs. Chevrolet was Miss Marguerite Guerrin, of Brooklyn, N. Y. She married the famous French racer in 1916.

The Average American Car

Price Higher, Engine A Block Six, Wheelbase Averages 121 Inches And Tires 32 By 4½ Inches

The average American car changes little from year to year, but over a period of say five years some very interesting changes take place. We have been watching the six-cylinder engine gradually dominate, its cubic capacity become smaller, its speed greater and power output increase. The car of 1921, as compared with that of 1920, shows few variations in detail. For clarity we 'shall' tabulate them. The figures given are averages obtained from the chassis on the market and are not based on production.

The average 1920 Car	The average 1921 Car
Average price, $2,440	$2,711
Cylinders, six	Cylinders, six
Av. bore and stroke, 3.46 by 4.86 inches	3.44 by 4.95 inches
Av. brake h.p. 50 at 2286 r.p.m.	53 at 2270 r. p.m.
Cylinders cast in block	Cylinders cast in block
L-head cylinders	L-head cylinders
Cylinder head detachable	Cylinder head detachable
Helical timing gear drive	Helical timing gear drive
Three-bearing crankshaft	Three-bearing crankshaft
Cooling by pump	Cooling by pump
Lubrication, force feed and splash	Lubrication, force feed and splash
Fuel feed, vacuum	Fuel feed, vacuum
Ignition by battery timer-distributer	Ignition by battery timer-distributer
Clutch, dry plate	Clutch, dry plate
Transmission, three-speed in unit with clutch and engine	Transmission, three-speed in unit with clutch and engine
Av. wheelbase, 119 inches	Wheelbase, 121 inches
Av. tires, 32 by 4	Tires, 32 by 4½
Av. gear ratio, 4.40 to 1	Gear ratio, 4.42 to 1.
Av. weight touring car, ready for road, 3000 pounds	Weight touring car, ready for road, 3096 pounds
Springs, semi-elliptic all around	Springs, semi-elliptic all around
Propulsion and torque through rear springs.	Propulsion and torque through rear springs.

The average figures are, of course, not true, if we were to consider the production figures, for then the four-cylinder would dominate because of the large production of Ford, Overland, Dodge, Hupmobile, and others. Likewise the average price would be much lower, and so with many other figures and details. Engineering trend, however, cannot be based on production, but rather on the number of firms that adopt certain features. Therefore, the figures for average bore, stroke, wheelbase, etc., show what the average car on the market is like, if let us say, each maker only produced one vehicle.

Everyone is aware that car prices are higher than they were in 1920, the average chassis price being some $271 greater than last year.

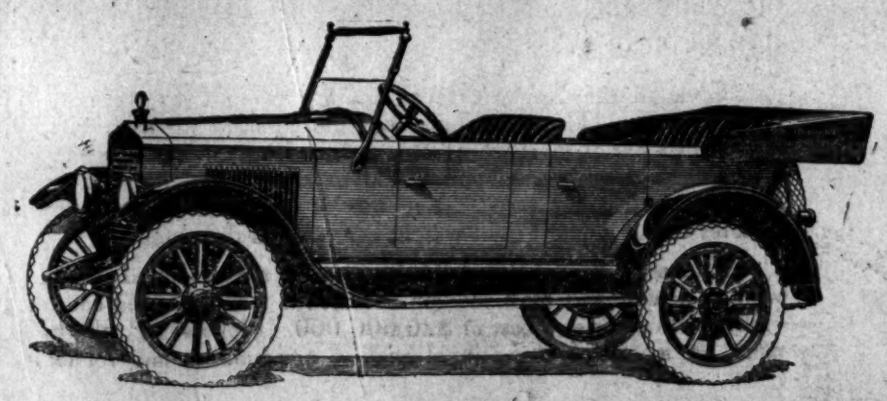
It can be seen from the engine characteristics, gear ratio, etc., that Americans are not making cars lighter and less powerful, but larger, heavier, with slightly more power at a lower engine speed, which, coupled with the lower gear ratio, makes for better all around performance. The disappointing figure is that relating to car weight, which was expected to drop rather than increase.

ESSEX

5-Passenger Touring Car

IN

BEAUTY—COMFORT—APPEARANCE



the Essex is comparable only to the highest priced cars on the market

At moderate first cost it gives you all the luxury heretofore found only in heavy and much more costly cars. It possesses the additional advantage of being one of the most

Economical Cars To Operate That Has Ever Been Built.

Its quick get-away and nimbleness, the result of its sturdy strength and lightness, enable the Essex to make its way through crowded traffic with the utmost ease.

COMFORT - ENDURANCE - PERFORMANCE

30,000 ESSEX CARS BUILT AND SOLD IN 12 MONTHS

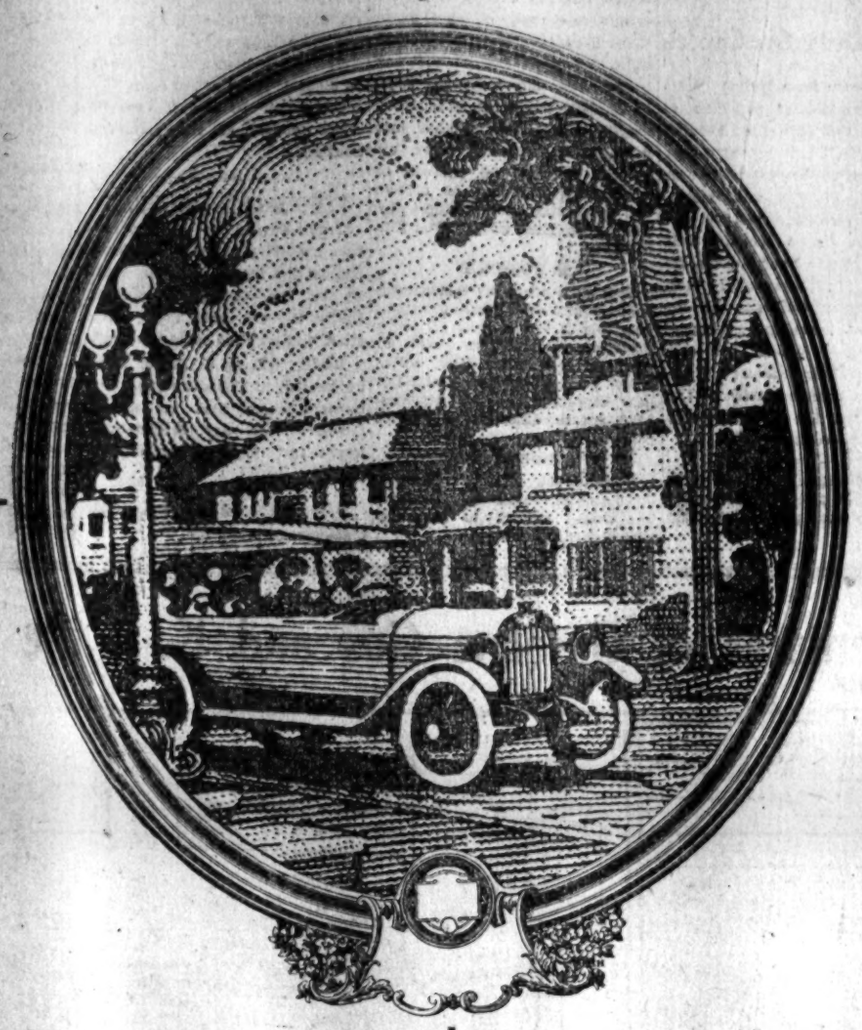
ESSEX MOTOR CARS DETROIT USA

HUDFORD GARAGE

89-91 RUE MONTAUBAN

Tel. Central 322 Tel. Central 322

ESSEX MOTOR CARS DETROIT USA



CHEVROLET

ALL that men can do toward the making of a good automobile has been done by the men who make the Chevrolet ••• It is designed by engineers who rank with any in the industry, and built in factories that are the last word in modern equipment ••• The car is correct in principle, as users in all parts of the world have proved in untold millions of miles of service ••• It is of just the right weight for a family car, economical in operation, and so staunchly built that it depreciates slowly ••• As visible proof of these statements we suggest that you note the fine appearance of the Honigsberg Hire Cars on the streets of Shanghai — the best-looking hire cars in the city, notwithstanding the fact that they are the oftenest driven and the hardest worked ••• They are Chevrolets. !

H. S. HONIGSBERG & CO., INC.

TIENTSIN — 40 Bubbling Well Road, Shanghai — PEKING

Tle. West 1234

Largest Distributors of Automobiles in China

UNUSUAL EUROPEAN BUSINESS IS SEEN

Traffic Truck Envoy Of England Is Visitor In United States

That American automotive manufacturers can look forward to a large volume of business in Europe during the coming year is the opinion of R. Jackson Jones, European representative of the Traffic Motor Truck Corporation.

Jones, who has just returned to America, made his headquarters in London and traveled through Norway, Sweden, Denmark Germany, Holland, Belgium. France and Spain in addition to the British isles.

Traffic truck dealers in the various countries were optimistic over the future and advised Jones that the motor truck field in their territories had hardly been touched and that the trucks left behind by the various armies had educated the public as nothing else had done to the value of the motor truck.

The English distributor of Traffic trucks has been enjoying such a nice volume of business that he has by reason of his sales and deliveries of Traffic trucks been able to lead all other distributors in the Traffic truck organisation.

Know—don't guess—your inflation pressure. Proper inflation pressure is as important as proper loads and speeds.

Spain Increases Duty On Cycles

A cablegram from United States Trade Commissioner Strachan at Madrid to the Bureau of Foreign and Domestic Commerce says that the Spanish import duty on velocipedes, bicycles and motorcycles has been increased 300 percent. This drastic increase will affect American manufacturers, inasmuch as Spain has rapidly been coming into prominence as an importer of American machines. Formal protest against this and other tremendous increases is expected from representatives of the great powers, led by American Ambassador Joseph Willard.

During the calendar year 1920 approximately 1,740,000 passenger automobiles were produced in this country.

Motor Truck Tips

REMEMBER

Determining proper equipment to install an approximate ton mile cost in cities or anywhere else, where the roads are good the year round, is comparatively easy. Determining the same where ordinary to poor roads prevail is different, especially in an out of the way place. Not only must the usual items, daily tonnage to be removed, length of haul, etc., be taken into account, but abnormal wear all around, price of fuel, oil, cost of replacements and cost of drivers and mechanics, seasons, especially rainy ones, must all be taken into account.

RESILIENCY

It is old stuff to say that sprung vehicles pull easier than unsprung ones, but it seems to be generally forgotten, nevertheless. Add to good springs, rubber tires, roller wheel bearings and good steering gear, especially the wheel tracking kind, and the difference is 30 to 40 percent.

TRACTOR WEIGHT

Surplus power in a tractor is quite useless, unless the machine has weight enough to keep the wheels from spinning.

Stove Paste Will Plug Engine Leak

There are still a great many engines without detachable cylinder heads, and these use valve plugs. These plugs often leak. This leaking may be stopped by spreading ordinary paste stove blacking over the threads. Do not use too much. This may be used at any hot joint in place of white or red lead and is much better because it does not make removal of the part of an hour's job.

FENDER ORDINANCE DIES

Truck owners in Chicago have been successful in their legal battle against the fender ordinance drafted by the Chicago authorities. Under the ordinance every motor truck was required to be fitted with a fender, costing G.$200 or more, for protection of pedestrians. Contestants showed that the fenders designated—or any fender—were impractical for the purpose intended.

Harvard created an automobile club twenty years ago.

Shrinkage

Many people expect further reductions in the prices of automobiles and are therefore postponing the signing of their names on the dotted line. To the salaried man of moderate means a possible future drop of a few hundred dollars in the cost of the car he has in mind is an important item.

But he overlooks one thing.

Lower motor car prices this year are going to mean smaller profits and dividends for the manufacturers; less expensive raw materials, parts—and labor. When it is possible for the car manufacturer legitimately to reduce the price of the desired car, it may also be that the employer who buys the prospective car owner's services may likewise have to cut his salary.

Values are relative, always. A lower priced car is just as expensive to a man whose purchasing power has been reduced as it was at the previous figure when he was getting more money. Recently a certain chassis was cut from G.$12,000 to G.$8,500. That G.$3,500 drop is no more important to the millionaire who finds his securities shrinking in value and his taxes mounting than a reduction of G.$200 is to the rest of us who are trying to keep pace with life's costs.

Only a few backward minds still regard the automobile as an out and out luxury. It has entered the scheme of things as an accepted factor in personal, professional, commercial, national and world progress, at a variety of prices which make it a commodity within the reach of vast elements of our population. The great point is that, with the motor car in its present position of influence, its price, so long as it is consistent with a man's income, is not important as a price. The car's relative value in comparison with the income is the criterion.

REMOVING INSULATION

In removing insulation from stranded wires be very careful not to cut any of the fine threads. These are so small that it is an easy matter to slice off five or six with the insulation. Each of these strands does its share in carrying the current to the lamps.

A Motoring Nation

Every year a certain gentleman, slangily known as Uncle Samuel, will get out his day books and his ledgers and take stock of his worldly estate. Among his computations is one relating to the number of motor vehicles in use throughout his dominions and he will find the number pretty close to 10,000,000. Consider for a moment what this means. Primarily it means that 35,000,000 people in this sometimes united land habitually ride in motor cars. One person in every three is a motorist in his own right. Soon the majority of our people will be supplied with their own transportations systems. Since the dawn of history no such record as this has ever been achieved before. With such fundamental ideals of progress woven into our national life, who can venture to delimit the future glory of this motoring nation?

'SEEMS OIL RIGHT

An Iowa woman named her twin daughters Gasoline and Kerosene.—Exchange.

We hope the babies will grow up a parafine girls.—Boston Herald.

But ah, poor things, the divine spark of love dare never be for them.

Dr. Hill Dedicates New Book To Pres. F. A. Seiberling

"Abraham Lincoln—Man of God," by John Wesley Hill, chancellor of Lincoln Memorial University, Cumberland Gap, Tenn., the latest book to be offered to the public as a tribute to President Lincoln, has been dedicated to President F. A. Seiberling of Goodyear.

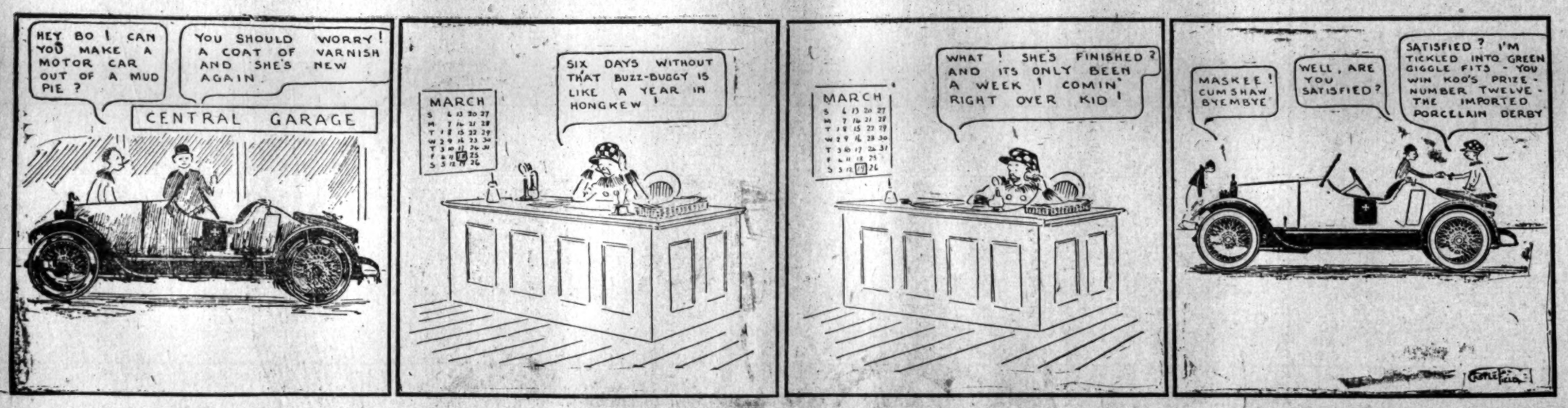
The book is dedicated to Mr. Seiberling, as Dr. Hill says, "not merely as an expression of personal esteem, but also chiefly, because, in a life of humble beginnings he has achieved a notable success through the observance of Lincoln-like standards of honor; and because as a patron of Lincoln Memorial University and as chairman of its board of directors, he has wrought to bring to the youth of Lincoln's mountain country opportunities of an education whose purpose and method are responsive to the Lincoln inspiration."

JOYS OF MOTORING

Passer-by (to motorist at side of road): "What's the matter? Have a puncture?"

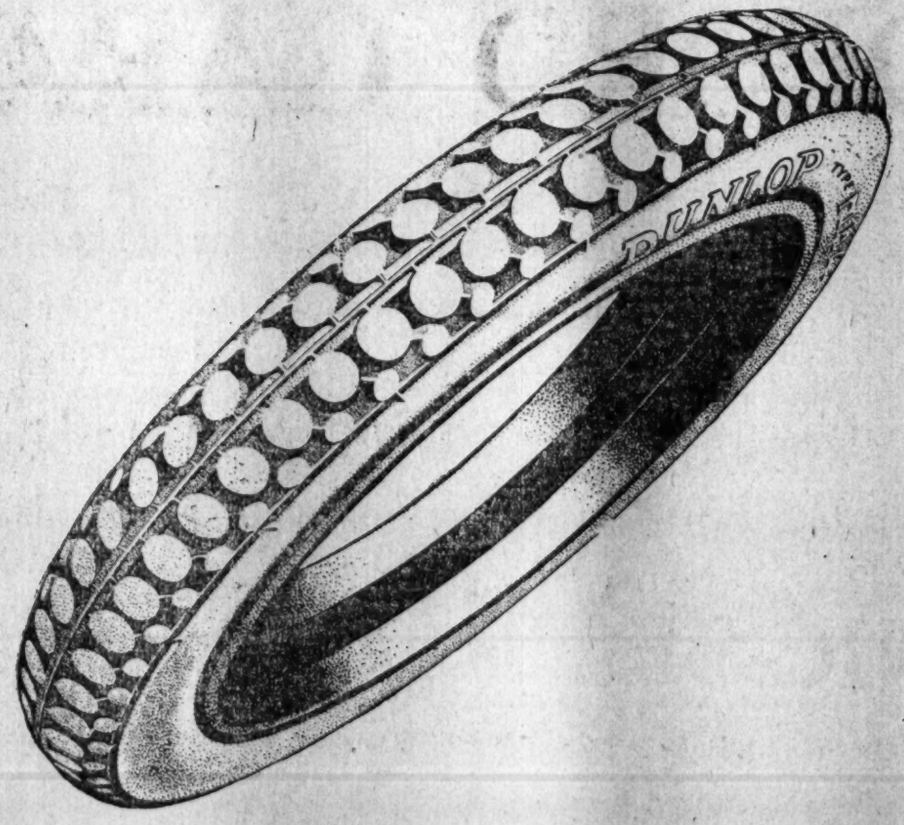
Motorist (with great self-control): "No; I'm changing the air in the tires!"

The Adventures of Gasoline Gus and Koo, the Courteous Coolie — *By Castlefield*


HEY BO ! CAN YOU MAKE A MOTOR CAR OUT OF A MUD PIE ?
YOU SHOULD WORRY ! A COAT OF VARNISH AND SHE'S NEW AGAIN .
CENTRAL GARAGE
SIX DAYS WITHOUT THAT BUZZ-BUGGY IS LIKE A YEAR IN HONGKEW !
MARCH
WHAT ! SHE'S FINISHED ? AND ITS ONLY BEEN A WEEK ! COMIN' RIGHT OVER KID !
MASKEE ! CUMSHAW BYEMBYE
WELL , ARE YOU SATISFIED ?
SATISFIED ? I'M TICKLED INTO GREEN GIGGLE FITS - YOU WIN KOO'S PRIZE - NUMBER TWELVE - THE IMPORTED PORCELAIN DERBY

DUNLOP

THE NEW MAGNUM



The last word in motor tyre development and efficiency.

It has the most durable tread ever given to a motor tyre, and preserves its non-skid properties for the life of the tyre.

THE FOLLOWING SIZES IN THIS TYPE ARE NOW OBTAINABLE:—

30 x 3½	31 x 4
810 x 90	765 x 105
815 x 105	875 x 105
880 x 120	

DUNLOP

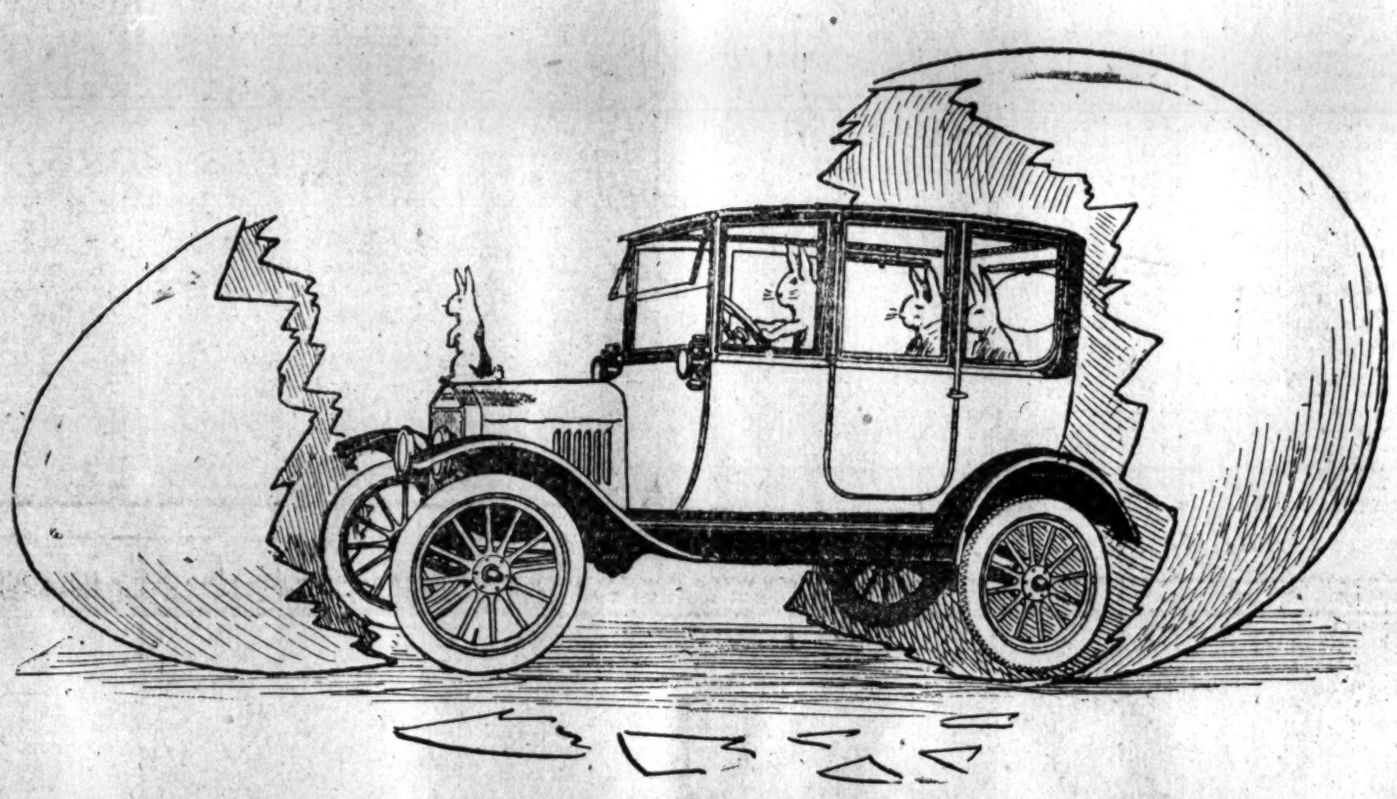
RUBBER COMPANY, LIMITED

Founders throughout the world of the Pneumatic Tyre Industry

20 Kiukiang Road

Phone 2248 Cables: "Pneumatic"

Get Your EASTER EGG



at the

HUDFORD GARAGE

Tel. Central 322 89-91 Rue Montauban Tel. Central 5087

Ford Sedan Tls. 1,800 Ford Coupelet Tls. 1,675

Ford Touring Tls. 1,170 Ford Runabout Tls. 1,090

Ford Truck Tls. 1,135

All equipped with electric lights and self-starters, except the truck.

Here And There In The Motor World

Another automobile of ancient vintage has found a final resting place in the Smithsonian Institution at Washington, D. C. Built by Charles E. Duryea in 1892, it is considered one of the oldest old-timers in existence. The machine was found in the loft of a deserted barn in Springfield, Mass. and except for minor damage caused by rain and snow, was in good condition.

Recommendations of the U. S. Secretary of the Treasury to increase the tax levies on the automobile industry from $160,000,000 a year to $450,000,000 have aroused the ire of auto manufacturers. They term the proposed tax increase an unjust discrimination against the industry and have served warning they will vigorously oppose its adoption.

You can thank goodness you are not in Germany these days. The price of tires is so high there that the majority of cars run on bare rims or the steel-spring wheel of the war days. Neither is very satisfactory, and the constitution of both the driver and the machine suffer tortures never dreamed of when tires were cheap and plentiful.

Attention—movie actors and other plutocrats! Passenger automobiles to retail for $17,000—war tax not included—are now being manufactured in Kansas City. They are equipped with Curtiss engines capable of developing 100 h. p. and have brakes on every wheel. A production of only 250 is estimated for 1921, so place your order early.

The Baltimore Evening Sun has added an airplane to its news gathering equipment, thereby making it possible to get news for the afternoon edition which formerly was unobtainable until the following day. Piloted by a former army aviator, the plane whisks a reporter to any point where news is "breaking" and back again in no time.

Speaking of fine roads, there's a dandy down in Porto Rico. It was built 400 years ago by the Spaniards but is still in excellent condition, admirably suited for motor travel. The road winds the length of the island through unsurpassed scenery, often skirting the edges of precipices with a sheer drop of 1,000 feet or more. The road was built by slaves and is considered a wonderful feat of engineering.

In a Pennsylvania coal mining town, the other day, a heavily laden truck suddenly dropped through the pavement and disappeared. Investigation showed that miners had tunneled underneath the street and had failed to put in proper supports. The heavy truck caused the whole thing to collapse.

Have you an abandoned, water-filled quarry near your home? If you have, you'd better probe around in it and see what it contains. Authorities in Elgin, Ill., recently found that such a quarry had been made the burial ground for numerous cars lost or stolen. Dishonest owners who wanted to collect insurance, or thieves in fear of being caught had sunk them in the deep water.

As a result of the unceasing activity of America's "home-brewers," grape growers of San Joaquin Valley, Calif., are buying a record number of motor cars. The heavy demand with consequent high prices, coupled with an exceptionally large crop, has made the grape growers prosperous. A large part of their profits is being invested in motor cars.

Prominent auto manufacturers from foreign countries were among the most interested visitors at the 1921 New York auto show. They came to learn what American manufacturers had accomplished during the past four years while they were marking time because of the war and post-war readjustments. Many of the innovations surprised them.

Although Bermuda prohibits the use of automobiles, small tractors may now be imported into the country. The reason is that horses now sell for an almost prohibitive price and the agriculturists are demanding a more economical method of doing their work.

In Victoria, B. C., there is now a "drive yourself" auto livery. Anyone who wants a car can hire one from the livery by the day, week, or month, and then can drive it just as though it were his. The charge averages $2 an hour. The owner reports that he has rented 25,000 cars during the past year and that not one has been stolen or seriously damaged.

Reductions in auto prices during the past few months have been tough on Uncle Sam. They have caused him to lose millions he otherwise would have collected as sales taxes. The average drop of 150 in the cost of flivers meant a loss of $656,250 a month to the government, or about $7,800,000 a year.

A recent survey showed there are now 68,000 trucks in New York City, 10 per cent of the number in the entire country. They have an average daily hauling capacity of 238,000 tons. The trucks do the same work, and do it better, than could be performed by 1,260,000 horses.

Evidently working on the theory that gasoline is a "joy juice," just like whisky used to be in the wildly wicked days, the U. S. Secretary of the Treasury has recommended a tax on every gallon sold. If adopted, the tax would net the government approximately $290,000,000 yearly.

Lured by the succulent odor of Boston baked beans, Mr. and Mrs. James Watson of San Francisco recently motored overland to Boston. They said the sole reason they had for making the trip was that neither had tasted real, bonafide Boston beans for several years and they couldn't wait any longer.

Why are the six-day bicycle races held annually at Madison Square Garden, New York, so popular? No one has ever been able to figure it out. This year the crowds were so large that thousands had to be turned away daily. Similar races have never succeeded well in other cities and, even in New York, when the same racers race outdoors, only a few bike fans go to see them.

Our weekly DON'T—Don't think that because auto tires are plentiful now they will be plentiful forever. In fact, present indications point to a shortage next spring. The reason is that tires are now being produced at the rate of only about 5,000,000 a year, whereas they are being consumed at the rate of about 35,000,000 yearly.

Army Aviator Victor In Derby Averages Almost 3 Miles A Minute

Speeding through the air at the rate of almost three miles a minute, Lieutenant C. C. Mosley, of the United States Army Air Service, piloting an American-built Verville-Packard plane, won the Greater New York Air Derby, held at Mitchel Field, L. I., N. Y. Lieutenant Mosley flew over the course, slightly more than 132 miles, in 44 minutes 29 57-100 seconds, an average speed of about 178 miles an hour.

INVESTORS WARNED BY ASSOCIATED AD CLUBS

"The lure of future profits vividly described is the bait offered to the public by the Wizard Automobile Company, a manufacturing promotion located in Charlotte, North Carolina," states a bulletin issued after an investigation by the national vigilance committee of the Associated Advertising Clubs, "and investors tempted by the claims will do well to carefully scrutinise and verify every statement."

EVANS 'GOLFS' HIMSELF INTO NEW AUTOMOBILE

When Charles Evans, Jr., more affectionately known to the followers of St. Andrew as "Chick," waves a wicked golf club—he gets results.

The last time he went out on the course with fire in his eye, he won the United States national amateur championship.

But that's not all—he received from his fellow members of the Edgewater Golf Club of Chicago an invitation to pick out any automobile he liked, so as to realise the esteem in which he was held.

"Chick" chose a Mercer runabout equipped with Goodyear cords.

Tyre Service That *is* Service

Think how careless the majority of car-owners are when it comes to tyres. They know very little about tyres and while a knock in the motor will send them scurrying to the repair-man, a slight cut will pass unnoticed until the moisture has crept in and rotted the fabric or cord. You well know that the minor injuries can be repaired for little or nothing at the start, but if allowed to go, they will develop into major injuries that call for either a very expensive repair job, or a new casing altogether.

To assist you to take proper care of your tyres, we have prepared an inspection card which will be checked and the condition of your tyres noted at each examination, this card to remain with you. We will also keep a duplicate record of these inspections in our office.

Call and let us explain our system. Get one of these cards and remember that no extra charge is made for this service.

H. S. HONIGSBERG & CO., INC.

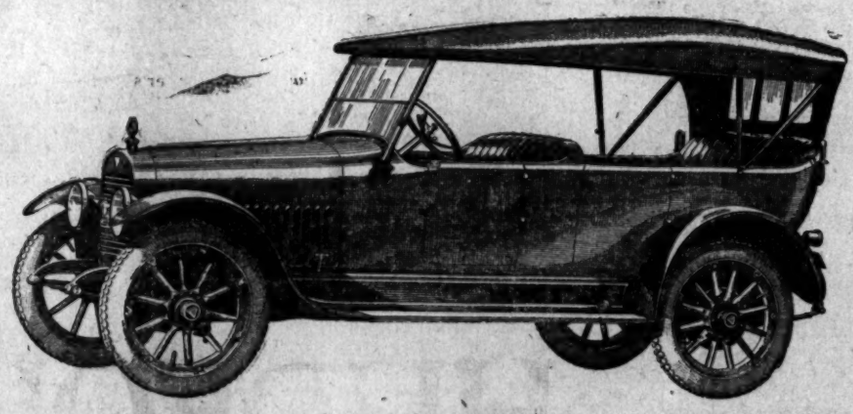
P. W. GIOVANNINI,
Manager, Tyre Dept.

SOLE AGENTS:
PENNSYLVANIA VACUUM CUP TYRES
GOODRICH-SILVERTOWN TYRES

We are open Week-days
8 a.m. to 6 p.m.
Sundays and Holidays
9 a.m. to 1 p.m.

HUDSON

SUPER-SIX



STRENGTH—ECONOMY—SERVICE

These three words constitute the pledge that goes with and is fulfilled by every

HUDSON SUPER-SIX

Every owner knows it. Each one feels himself master of the road. He knows that in every sort of performance his car has outmatched all rivals. He knows that he has the smoothest running motor ever built. He knows that he never taxes its power to half capacity. That means

ECONOMY and LONG LIFE

Consistent Performance under all conditions, adverse as well as favorable, is the real indicator of Hudson Value.

HOLDS EVERY WORTH-WHILE AMERICAN RECORD

HUDFORD GARAGE

Telephone Central 322 — *89-91 Rue Montauban* — Telephone Central 322

ANNOUNCEMENT

U

The Universal Motor Car & Body Works will open the doors of its new plant at 21 Dalny Road April 1st which will give Shanghai and the Orient a strictly modern manufacturing concern, equipped with uptodate machinery, for the building of motor car bodies and tops and truck bodies. This plant will be the first one of its kind in China to specialize in body construction and painting only, and will afford local dealers and motor car owners exceptional facilities on this class of work.

U

DEPARTMENT OF CONSULTING ENGINEERS

In addition to the well-equipped plant which will be at the service of the motoring public of China, The Universal Motor Car & Body Works will maintain a department of consulting engineers and designers whose duty it will be to advise car owners regarding proper and scientific construction, load distributions, etc. It is intended that the mission of this department be to protect truck users against expensive mistakes in design and construction; dealers against disappointed owners, the truck against an unfair chance of "making good" and building up for the Universal Motor Car & Body Works a reputation for reliable manufacturing.

The department will offer designs and specifications for all special transportation problems and will build bodies to any specifications which are *consistent* to the use for which the bodies are intended. Rated capacities of trucks will always be taken into careful consideration together with proper distribution of load over each particular chassis, and the body constructed with lowest possible center of gravity. Lightness, rigidness and strength with superior workmanship and materials will be embodied in all construction.

C. M. CAMPBELL, General Manager.

BODY CONSTRUCTION DEPARTMENT

On account of the local climate, closed cars are the ideal thing for the year around, are coming into rapid popularity and are destined to predominate. The Universal Motor Car & Body Works will enable dealers to offer better prices on closed cars and compete with "homeside" manufacturers on style and quality.

Just as people are judged by their associations, so are they judged by their taste in cars. The motorists of China may now reflect their individual tastes and pet ideas in their cars rather than take what is "in stock," at the same time having the privilege of choosing their favorite motor car to build on.

The "Universal" designer will assist in putting every owner's hobbies and ideas of motor car comfort and splendor into each particular job. He will gladly counsel on artistic and harmonious color schemes and interior appointments for milady or ye bachelor or the "family"—car, and offer suggestions when wanted or needed.

For those who want to depart from regular stock model designs in open cars, the "Universal" offers many ideas in novel construction of touring, roadster, racing type and sporting type bodies, etc.

Exceptional standard features of Universal closed car jobs are electrical conveniences and a heating apparatus which can be turned on at a moment's notice, using the motor's exhaust for heating energy.

Look for this plate on your new car. It is a guarantee of superior quality and workmanship.

Manufactured
by
Universal Motor Car & Body Works
Shanghai, China

UNIVERSAL'S PAINTING DEPARTMENT

Specially constructed dust-proof paint rooms have been provided, in which to turn out the finest possible coach work finishing. Motor car owners will have a wide range of color combinations to choose from and the experience of an expert designer at their service to carry out suggestions on color schemes which will be in harmony with interior appointments.

Proper painting, to withstand the trying conditions of the local climate, is of vital importance to motor car owners as the length of a car's life as well as its beauty, is measured by its strength to resist deteriorating elements. And this is recognised by those who have been long in China.

Good painting enhances a motor car as well as preserving it. No matter how good the motor, a car has in it, or how well the body is constructed, half the joy of owning it is lost if it fails to have a good appearance because of poor paint.

The Universal Motor Car & Body Works guarantees satisfaction on all of its paint jobs.

C. V. MANNEY, Factory Superintendent.

21 Dalny Road — **UNIVERSAL MOTOR CAR & BODY WORKS** — Shanghai

Advice For The Motorist

A Series Of Semi-Technical Articles Introducing The Autoist To His Own Car

By R. L. SIMMERS
(*Director of The Y.M.C.A. Schools*)

Picture yourself with a heavy cold and unable to breathe through your nose and added to this the impossibility of breathing through your mouth. You would then have a feeling about like your engine would have if without a carburetor. The engine stops work and so would you. The nose on the human engine is just as important as the carburetor on the automobile engine. It is the opening through which the inner engine receives its supply of fuel.

ENGINE LIKE HUMAN

The engines used on modern automobiles operate on what is known as the four cycle principle. This mean that the piston moves through four strokes while it is going through one power push, and getting ready for another. A stroke is the movement of the piston from the top to the bottom of the cylinder or the reverse.

First; the piston moves down while the intake valve is held open and the vacuum formed inside the cylinder causes a rush of air into the cylinder. This air is made to pass through the nose of the engine, just the same as the air which enters the body should pass through the nose. As it passes through the carburetor, there is a fine stream of automized gasoline sprayed into this air current and the mixture thus taken into the cylinder is highly explosive. This stroke is called the suction stroke.

Second: After the piston has moved down on the suction stroke, the intake valve is allowed to close and then when the piston is forced up by the fly wheel turning the crankshaft, this fuel and air which was taken in while the piston moved down, is compressed to about one-fifth the original size. It is the compression of the fuel which makes possible the cannon, the shot-gun and all other firearms. Without compression we would not have the modern automobile. This stroke is called the compression stroke.

Third: After the fuel is compressed and the piston has just started down on the next stroke the spark is allowed to jump at the points of the spark plug, and the compressed charge is ignited, which causes it to expand very rapidly and as the piston is the bottom of the chamber in which this expansion is taking place, and this bottom is movable, while the other sides are solid, all the force of this expansion will be given up to move the piston downward. This is called the power stroke.

Fourth: After the expanding gases have done their best to push the piston out of the cylinder and pushed it nearly to the bottom, the exhaust valve is opened, and the remaining forces of the explosion are allowed to escape to the open air, through the muffler. We assist the escape of the burned gases, by allowing the fly wheel to push the piston up in the cylinder again. This is called the exhaust stroke.

After the burned gases are all pushed out, the engine is again ready to take in another breath of fresh fuel. Now to compare this action with the human engine: We draw a full breath and allow our inner man to take from this air all the power it can and then we must get rid of the burned fuel, so we force all the old air out and take in another charge.

WHEN WE WALK SLOWLY

The air taken in through the nose furnishes oxygen from the charge taken in. It is the same way with the engine. The carburetor is set to supply the correct proportions of air and gasoline to the engine while it is turning slowly. This is called the slow speed adjustment, and is usually the needle which regulates the flow of gasoline from the float chamber to the spray nozzles. The spark lever on the quadrant should be retarded, and then turn this needle valve until the engine will seem to sneeze or backfire, when you suddenly press down on the accelerator. Then give it just a little turn in the opposite direction. You should now have the slow speed adjustment. Advance the spark lever and see if you can suddenly accelerate without the engine sneezing. If so you probably have the correct setting.

IDLING WHILE CAR STOPPED

Almost all drivers will start the engine a little while before they start out on a trip. This is to warm up the engine and allow for a few tests before starting. You do not want the engine to turn over too fast while it is not driving the car. This is the idling adjustment, and may be set by adjusting the little set screw which acts as a stop to keep the throttle valve from entirely closing. This adjustment is one which is provided for on all modern carburetors, and some have an extra idling adjusting screw which controls the air mixture for the idling charge. This screw is usually marked so that one unfamiliar with the instrument can tell it from the rest.

HIGH SPEED

When we run a foot race, we seem to need more air in our lungs and often open our mouths to assist. This is exactly the case in the operation of the gasoline engine. As the driver wishes to have the car go faster he presses down the accelerator with his foot, and this operation opens the throat of the engine by moving a valve which has been partly closing up this passage. This allows a richer mixture to be drawn in, and the power given off by the expansion of the mixture being burned will be increased. When we want to pass some friend on the road and need an extra amount of power the carburetor must automatically allow more air and gasoline to enter than would pass through the regular channels which have been supplying the air. It is then that the auxiliary air valve opens and supplies the needed additional air. On some carburetors this auxiliary air valve also opens up another gasoline channel, and the extra air which enters through this opening is mixed with liquid fuel before it enters the engine.

As the speed of the engine increases the suction also increases and if the main fuel nozzle supplied all the liquid fuel, the mixture would soon become too rich and would not burn as an explosion, but would burn as the flame of the common lamp does. There would not be any power. The auxiliary air valve opens and allows more air to come in and keeps the proportions of air and gasoline at the right amount. This is the high-speed adjustment and should be made with the spark lever advanced and the engine running at a speed about equal to 25 miles per hour, with spark advanced. Now loosen the tension of the spring which holds the valve closed, by turning the screw, until the engine will spit back or cough when you suddenly accelerate. Then tighten up on this tension until you can accelerate suddenly without the back fire effect.

TO TEST OUT ADJUSTMENTS

Take the car out and ride around for thirty minutes, then slow down on a level stretch of road, to about three miles per hour. You should retard the spark while running very slowly. If you can go along at this speed for three blocks without the engine loading up or missing, you have the correct slow speed adjustment. Now try to increase the speed of the car gradually and as you press more and more on the foot accelerator, advance the spark lever a little each time you press harder. Do not advance it the whole distance until you have gained a speed of about ten miles per hour, then when you have gotten up this much speed, try to go suddenly to a speed of about thirty miles per hour, within a distance of about two blocks. If the carburetor will allow for this much range of speed without giving trouble your settings are correct.

TESTING BY SMOKE COLOR

If you drive the car up the street leaving a stream of black smoke behind you, you can be sure that your mixture is too rich. If the smoke is a light gray color your engine is pumping oil into the combustion chamber. This may be because you have too much oil in the crankcase or because the rings do not hold. If you have pet cocks on the engine open one while the engine is running and note the color of the flame which comes out as the cylinder fires. If it is red, you are using too rich a mixture. If blue and very difficult to see at all, then your mixture is correct. If the flame is yellow, your mixture is too lean. Of course to remedy a yellow flame you will adjust the low speed to give a little more gasoline.

CLEANING THE CARBURETOR

All carburetors are provided with a wire gauze screen through which the liquid fuel is made to flow before it enters the float chamber. This will stop all heavy foreign matter from getting into the small channels through which the fuel must flow before it is mixed with the air. The screen will cause the weeds, string, lint and other objects to dam up at this point, and if you do not clear it out, you will be driving along very happily some day, when your motor will spit and sneeze just as it did when you had the mixture too thin while adjusting the carburetor. The remedy is to take the screened part out and clean thoroughly.

PRIMING TO START

If you find that the engine will not start with a few turns of the starter some morning, try holding the float down in the float chamber for about ten seconds which will flood the carburetor and the engine will start. This same result is obtained on most modern carburetors, from the driver's seat, by pulling on a wire which is attached to a throttle valve, placed in the air feed intake, and by pulling on this wire you cut down the amount of air which goes into the engine, and cause a very rich mixture to enter.

AIR LEAKS IN MANIFOLD

If you have a spark plug which is not screwed tight, or a pet cock partly open, or a gasket which is not absolutely air tight you will not be able to idle your engine. It will miss very badly when you try to make it pull on a hill at slow speed. To find air leaks, squirt a little oil around the plug, or gasket, and if bubbles show up you have found a leak.

STARTING ON WET MORNING

Most motorists have trouble with their motors on a wet morning. Here is a suggestion: Get a pint bottle and fill it with gasoline nearly to the top, then pour in one ounce of either, cork tightly and have this ready next time the engine fails to start. Take out two plugs and pour in about a teaspoon full of the mixture, replace the plugs and try to start the engine. It will probably be a good idea to turn the engine over few times while the plugs are out. This is to pump out any excess of heavy gasoline.

GOOD ADVICE TO CAR OWNER

Take your car to some garage where you feel you can ask any question and get an answer without hurting anyone's feelings. Have the mechanic tell you how to adjust that carburetor, then if it works as I have told you it should if adjusted correctly, let it alone. The suggestions contained herein are to guide you when you have your troubles away out in the country. Find out the make of carburetor which is on your car, and write the manufacturer for an instruction book on the subject. He will be more than glad to send you one and from this you can get definite directions for adjusting this particular one.

FORD CAR PRICES TO REMAIN STABLE

Although announcement was made recently of a drop in the prices of the Ford tractor, there is no chance of a further drop in the prices of the automobile. Official word from the Detroit factory.

"The fact that the tractor plant was moved from Dearborn to the new River Rouge plant, with its highly developed systems of production, coupled with the fact that a large demand for tractors is anticipated, big production is being entered into, which naturally permits the lowering of prices on this commodity.

"The prices on the Ford car and truck were lowered considerably a few months ago and are already at the lowest possible figure; and now with rock bottom reached on the price of the tractor, any further reductions in list prices of Ford cars, trucks or tractors cannot be made for an indefinite period.

"The fact is, these price cuts have been made in anticipation of continuous maximum production, and increases may be necessary before long if the large volume of business anticipated is not obtainable.

"Now that a definite policy regarding Ford prices has been reached on this popular car and tractor, it will set at rest the many rumors that have been circulated from time to time regarding this company's future price policy."

Here's Way To Fix Noisy Valve Tappet

There occasionally develops in an engine normally quiet in operation a tapping of one or two of the valve tappets. For quiet operation of the tappets there must not be severe impact between tappet and valve stem. If the tappet is moving fast before it commences to lift the valve the impact will be severe and there will be noise. The tappet should be adjusted so as very nearly to touch the valve stem. When the engine is hot at the end of a run (the proper time to make adjustments) the tappet should be so adjusted so that it just touches the valve stem. The valve, being hot, will not expand any more, and when the tappet is adjusted in this way very good results will be obtained.

CADILLAC USED ON EUROPE RUN

Suburban Car Goes Hither'n Thither About Foreign Lands; Conditions Told

San Francisco, March 1.—Among the arrivals at Pasadena last week were Mr. and Mrs. Franklin R. Sanford of New York, who came to California direct from Paris. The Sanfords, accompanied by their daughter, Miss Geenvieve, and a son, Franklin Jr., have just completed an extensive four in Europe and used in all their travels a Cadillac suburban. The car is now en route to California, and will be used here this winter. Sanford reports the discovery of a real American Cadillac service station in the center of the automobile district of Paris.

"I was really surprised," said the New Yorker, "by the large number of Cadillacs I saw in all parts of Europe. The wonderful record the Cadillac made in the service of the U.S. Army during the war has won for this American car the highest standing in all parts of Europe. Many Cadillacs are being used by the French Government and I saw them in all parts of France.

ROADS NONE TOO GOOD

"Needless to say, the roads are none too good through the war sections of France. Our trip was a wonderful one and in certain sections of the continent we enjoyed pleasant motoring on very good roads. The roads between Pairs and Verdun and back to Rheims are the most heavily traveled north of Paris, as the majority of tourists strike out for Verdun on their first trip.

"It is almost impossible to keep these roads in good condition. Very little work has been done on them for the last five years and they have deteriorated to a great extent. Preparations are now under way to get the national highway system back to normal condition. In France a road is not permitted to go to pieces before being repaired. It is their custom to keep repair men constantly on the highway, and as soon as a rut or hole appears it is repaired. I was given to understand that this system will be put into effect immediately.

ROADS OF BELGIUM

"The roads in Belgium are practically the same as those in northern France, and in Holland there is very little touring on account of the extensive canal system. The high price of gasoline in Germany prevents extensive touring there.

"In England road conditions are good and we enjoyed an extensive tour.

"I want to say a word, if I may, on the wonderful service I received from my Cadillac. We toured over 6,000 miles during two months, and from start to finish of our trip the car ran perfectly and was a constant boy to us. It was also a matter of considerable pride to note the attitude of the people toward or Cadillac."

Hub Noises Indicate Bearing Trouble

Noise coming from the hub indicates trouble in the wheel bearings. Unless promptly attended to a burned up wheel bearing may result, and there is danger of what drivers call a "hot box," which is likely to lock the wheel on to the axle or burn the axle in half, permitting the wheel to roll off. Imagine what would happen if this should occur on a down grade with a heavily loaded truck.

NEARLY 40,000

Automobile garages number 38,538 throughout the United States.

Argentine Roads Association

The Argentine republic has recently organised a good roads association, consisting of approximately 3,000 members, with Minister of the Interior Gomez back of it. Every possible aid has been promised by the government.

Dr. A. B. Minares of Buenos Aires, who is in this country at present, is quoted as saying:

"Argentina is in need of good roads, since the remote and highly productive agricultural districts are not touched by the railroads, and Americans in the Argentine, led by S. T. Henry, a roadbuilding engineer of New York, have succeeded in interesting the government and people in improved highways. Minister of Interior Gomez has taken hold of the project from the government end, and some 3,000 men, mainly property owners, in all parts of the country have joined the association. Even the railroads are supporting the project and have offered to transport road-building machinery and materials at very reduced rates, since the improved highways would act as feeders.

"Plans for a system of roads crossing the comparatively level country in all directions have been mapped out. It is understood that the national government will put up one dollar to every two dollars put up by the various cantons (states) and by the people, through bond issues or other means. American methods of raising money and of road construction will be followed."—Motor Life.

Registrations

Not many years ago a student of transportation announced that eventually there would probably be as many as 5,000,000 motor vehicles in the United States. The well known welkin rang with the derisive laughter that this prophecy evoked. Reliable statistics just compiled by the Goodrich organisation show that there are now 9,295,252 motor vehicles in operation throughout the several states. This means that there is a car for every 11.8 inhabitants of this more or less free republic. Does anyone care to prophesy as to what the end will be? Not we forsooth, remembering the previous efforts of the welkin ringers.

The Family Car

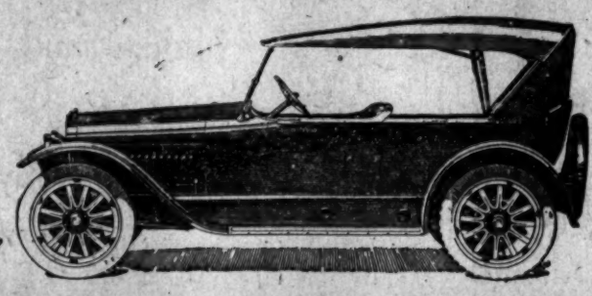
Says E. C. Stokes, former Governor of New Jersey, and president of a bank in Trenton, N. J.:

"Next to the church there is no factor in American life that does so much for the morals of the public as does the automobile. Formerly the pleasures of life divided the family. The father had one avenue of recreation, the mother another, the children another. Today our roadsides are crowded with the family picnic parties, carrying their lunches with them and taking their outing as a unit. Any device that brings the family together as a unit in their pursuit of pleasure is a promoter of good morals and yields a beneficent influence that makes for the good of American civilisation. If every family in the land possessed an automobile, family ties would be closer and many of the problems of social unrest would be happily solved. The banker who says that a device of this kind is non-essential possesses a narrow vision and fails to see the far reaching influence it has for good. The automobile is one of the country's best ministers and best preachers."

USED THE RHINOHYD COMMERCIAL HOODS AND WORLD OVER
MOTOR VAN & AGRICULTURAL SHEETS
Send your enquiries or write for list to
GEO. JOHNSTON
173-5-7 SHAFTESBURY AVENUE
LONDON. ENGLAND.
H. F. BANNS
AGENT. c/o G. P. O. Bombay
(TRADE MARK)

COMMONWEALTH

"The Car With A foundation"



Ultra Four-Forty" Five-Pass In Stock

On the recent ENDURANCE RUN from Los Angeles, over two mountain ranges, to Yosemite Park, Cal., U. S. A. a stock car covered the distance of 355.5 miles averaging 20 miles to the gallon and used only 1½ pints of oil.

Also Crow-Elkhart 4-cyl. Seven-Passeneger Limousine Car and Paterson 6-cyl. Seven-Passenger Touring Car in Stock
Dixie Flyer 4-cyl. Car to Arrive Shortly
Complete line of Tires, Oils, and Accessories Carried

THE FEI LUNG COMPANY
OPERATING
THE FEI LUNG GARAGE — SHANGHAI AUTOMOBILE Co.
Hire Service, 153-4 Hupeh Road. Tel. C. 4133. Show Rooms & Shops, F. 1787 Bubbling Well. Tel. W. 933.
Our Bubbling Well Shops are fully equipped for Body Building, Painting and Overhauling.

Lengthened Car Life With Goodyear Cords

Goodyear Cord Tires absorb heavy impacts and road shocks, instead of resisting them.

Each cord is laid at an angle of 45 degrees. Each layer and cord is insulated and upholstered with a springy cushion of pure strong rubber.

Each cord and layer is free to exercise, flex and recover independent of the rest *without contact, without friction.*

Goodyear Cord Tires reduce gasoline consumption, quicken acceleration, increase speed and lengthen car life.

They are made in the Straight-Side type only.

Goodyear Service Station Dealers

China Motors, Ltd.
Star and Eastern Garages

Hudford Garage
Rue 89-91 Montauban, Shanghai.

GOODYEAR
CORD TIRES

The All British
Standard
LIGHT CAR
The Car for the Owner-Driver.
Comfort in keeping with its appearance of quiet elegance are features of the Standard Light Car that have won the favour of the Owner-Drivers throughout the world.
2 and 4- Seaters supplied.
Standard Motor Car Co., Ltd., Coventry.
Agents:
Agents: China Motors, Ltd.
125 Bubbling Well Road

W. C. Durant To Build Motor Car; New Concern Organisea

Ten Millions Capital Will Allow Auto Genius To Manufacture Cheaper High-Grade Car

W. C. Durant, recognised as the automobile genius of America, has formed a company to build a car bearing his name.

The Durant Motors, Incorporated, has come into being with a capital of $10,000,000. The new organisation is to build the Durant car, which it is claimed will rival anything in the light car class ever manufactured.

While the specifications of the new Durant are not known, it has been definitely stated that the car will sell for less than G.$1,000, which means that it will be a competitor of the most popular low priced cars now on the market. The name of Durant has become famous throughout the civilised world on account of his connection with the industry. He founded the General Motors Corporation, and served as president of that organisation until a short time ago when he disposed of his interests to the Du Ponts of Wilmington. Since that time, Durant has been inactive and it was believed by many that he had given up active business life.

TEN MILLION CAPITAL

"The Napoleon of Motordom" could not remain out of the world of industry and finance long, however, and the Durant Motors Incorporated, with its G.$10,000,000 capital, is the result of less than sixty days of work on the projects, although many claim that the promised car is one that he has been working on for a long time.

Second only to the announcement of the Durant car, and the organisation of the company, is the word that as soon as suitable location can be secured and a building erected the Durant will be built on the Pacific Coast.

It is generally believed that the plant will be located in the bay district, presumably over in Oakland, where Durant and his son, R. C. Durant, own considerable property. It has been cited by some that Durant also has property at Stockton and there is a possibility of the plant being erected there. It is also known that Los Angeles made a strong bid for the Chevrolet plant when it came to Oakland, and it is certain that offers will be made by Los Angeles in an effort to secure Durant's Western factory.

DURANT QUITS CHEVROLET

Another factor of interest to the motoring public and to the industry is the announcement that R. C. Durant has resigned as vice-president and sales manager of the Chevrolet factory at Oakland, to take effect March 1, at which time Durant, Jr., will immediately begin the construction of Durant sales organisation for that territory west of the Rockies.

C. M. Steves, who has served as Durant's assistant at the Oakland plant, and who has active charge of the sales of the Chevrolet on the Coast, has also tendered his resignation and March 1 he will begin with Durant on the building up of the new organisation. Both the younger Durant and Steves have had direct charges of Chevrolet sales on the Coast and they are directly responsible for the success of the line in this territory.

Another Chevrolet man of long standing, who has announced his resignation as of March 1, is Captain Al G. Waddell, former automobile editor of the Los Angeles Times, who came to Oakland with young Durant at the time the plant over in Ookland opened. With the exception of the time he spent in France, Waddell has been with Chevrolet and Durant constantly since 1916, and it is quite natural that he should go with Steves and Durant in the new organisation.

Five Hundred Body Models Offered Prospective Buyer

Over 200 Models Show A List Price Of $3,000 Or More While Less Than 50 Sell Under $1,500

American passenger automobile manufacturers offer the prospective purchaser more than 500 different body models from which to choose. This figure includes all the models manufactured and does not indicate the number of chassis offered for this is slightly in excess of one per maker. Each chassis may be offered with numerous body models and these will naturally fall in different price classes owing to the higher cost of certain enclosed and special types. At the beginning of the 1920 season about the same number of models were offered but they were disposed differently in the price classifications. The comparison may easily be noted from the following tabulation:

	Number of body models		Number of makes	
Price class Cars selling	1921	1920	1921	1920
under $1,000	9	18	4	10
$1,000-$1,499	40	53	17	30
$1,500-$1,999	61	101	38	47
$2,000-$2,499	80	53	41	29
$2,500-$2,999	80	75	41	34
$3,000 and over	235	214	81	47

A glance at this tabulation shows how, with the forced increase in prices, manufacturers have had no progress to a higher class. There are nearly twice as many concerns making $3,000-$10,000 cars in 1921 as there were in 1920. While ten manufacturers in 1920 were selling cars at less than $1,000, only four are in this class this year. Every manufacturer without exception offers one or two enclosed models and because of this the $2,000 class shows a gain this year. Most of the makers selling touring cars below that class, price their enclosed models at $2,000 or more.

In the body style classifications on pages 168 and 169 practically every type is listed for every manufacturer, except in instances where a maker offers forty or fifty styles, a great many of them special types. In some cases all bodies are special as with Brewster, Cunningham and many others selling at $7,000 and over.

Passenger Car Makers Are Growing In Number

More Manufacturers Engaged In Producing Vehicles This Year Than In Any Since 1912

This year we list over 160 passenger car manufacturers against 132 who answered the roll call on January 1, 1920. Not all of the makers listed are at the moment actively engaged in turning out cars in such quantity as to refer to their plants as being "in production." Some we have listed have barely begun, others have their plants completed and are doing as well as can be expected under prevailing conditions.

Among the new makes never before shown to the public are the following: Ace, Beaver, Chrysler, Colonial, Curtis, Dragon, Duesenberg, Fox, Handley-Knight, Huffman, Kenworthy, Kelsey, Laurel, Lone Star, Moller, Northway, Parenti, Peters, Ranger, Severin, Sheridan, Simplicity, Skelton, Sterling, Wills.

These and many more were originally brought to the field during the spring and summer of 1920 when the demand for cars was at a peak, but since the industry has been upset a bit owing to general business conditions now happily changing for the better, some of those who started got very little further. Not few are finding difficulty in financing their projects and a few who financed a little too much have aired their methods in the courts.

Very few passenger car manufacturers who have been in business in years past, have had any difficulty during the past year. Failures were few, receiverships few, so that practically every maker who was active last year is in production now.

Among the new makes this year are a number of radical designs. The Kelsey comes to us in the form of a friction drive vehicle, Duesenberg is seen as an eight with all cylinders in line, the Parenti uses a good deal of plywood and uses radical design in the rear axle and other units. The Fox is a new air-cooled car, the Ace is seen with a new type of engine using rotary discs in the cylinder heads. A great many of the newer cars use standard units, and adhere to conventional practice throughout.

Manufacturers of passenger cars have had difficulty in designing products for the lower price classes. This year there are more makers catering to the G. $3,000 and over field than ever before. There is very little choice for the man with G. $1,000, as manufacture of cars for this price and under entails an immense outlay of money for a large plant working on really big production. Hence we find at under G. $1,000 only three makes, Ford, Chevrolet and Overland. Between G.$1,000 and G.$1,500 there is quite a variety and still greater variety in cars selling at G. $1,500 to G. $1,999. The number of makes and models increases as we go higher in price.

HARDING OWNS WILLYS-KNIGHT

President-elect Warren S. Harding who succeeded Woodrow Wilson as President of the United States on March 4th has owned a Willys-Knight 20 Sedan for the past several months.

In fact a Willys-Knight may be said to have been partially responsible for his election to the Presidency for it was purchased by him early in his campaign and was extensively used in connection with his election visits to cities in the immediate vicinity of his headquarters.

A HIGH-STEPPING TRACTOR

Though it weighs more than seven tons, a new tractor, designated for use in rough country, is so constructed that any of its four wheels can be lifted five feet from the ground without throwing any gears out of line.

OVERLANDERS GREET DEALER OF MODESTO

F. E. Smith, Who Sent First Car into Yosemite, On Coast For A Short Visit

San Francisco, March 1.—F. E. Smith, Modesto Overland dealer, who has the distinction of having sent in the first automobile to reach the Yosemite valley this year—an Overland four—paid a visit to San Francisco last week. He was royally received at the headquarters of the Willys-Overland Pacific Company here. Branch Manager L. M. Stewart and the other members of the central organisation congratulating him heartily on the achievement effected by the members of his force who made the trip through snow and over railroad ties and trestles to the famous valley. Smith intends to lay claim to the Camp Curry trophy that goes to the first car entering the valley each year.

The stanch little Overland that made the trip to the valley is attracting attention wherever it goes about the streets of Modesto and the adjacent territory, according to Smith.

"There goes the car that was first into the Yosemite this year' is the comment made by all who see it and have heard the fascinating story of its trip," he says.

"It is this sort of achievement that attracts this sort of comment, and rightly, for it again brings into the spotlight what Overland owners themselves do not always realise, because they never have subjected their cars to such strenuous tests," says Manager Stewart.

"The long trip over the railroad ties would have broken the springs of many cars, but the triplex springs of the Overland stood even this severe and dangerous test without injury. The whole adventure brings out with sensational strength the wonderful stamina and enduring qualities of the Overland four."

DRAIN THE VACUUM TANK

At fixed intervals open the drain cock at the bottom of the vacuum tank. Usually a few drops of water and rust flow before the gasoline starts running. The fact that it often will not flow until a wire is run through the drain cock, shows there is foreign matter which may cause carburetion trouble.

Three-quarters of all families in the United States are financially in a position to own and operate automobiles.

LOOK AT BATTERY TERMINAL

Did you ever wonder why the engine does not show the accustomed pep or why the lights burn dimly or the ignition seems poor? Unfasten the wires and bars at the battery terminals and notice if they are clean. They must be clean if current is to pass freely. Scrape off with a stick any green or white deposit you see, and spread a little cup grease over the parts to prevent corrosion.

PAIGE CAPTURES NEW WORLD RECORD

The Paige 6.66, the holder of the 1920 record for the fastest time to the summit of Pike's Peak, the only car in the world to climb the Pike's peak cog railroad, nine miles of almost impossible grades over trestles ties, cattle guards, and switches to a height of more than 14,000 feet above sea level, has just gained new laurels by capturing the official world's stock car speed championship.

Information recently received by the states that the Paige, a "6-66" Dayton stock model, piloted by Ralph Mulford, covered a mile straightaway in the record time of 35:01 seconds, a rate of 102.8 miles per hour, on January 21, 1921.

The test was checked, measured, timed and authenticated by officials of the racing board of the Automobile Association of America and the record set has been announced as the official stock car speed mark for the entire world.

The powerful "6-66" Continental motor, designed by Paige engineers and incorporated in the 1921 model of the big six Paige, should be given the major share of the credit for the establishing of the new record, although the ability of the chassis and driving mechanism to withstand the terrific strain of a speed of nearly two miles a minute was proportionately responsible for the successful outcome of the test.

The Paige, through the spectacular demonstration of its hill climbing abilities and the winning of the new speed record has gained an enviable reputation for stamina, dependability and all around excellence of performance.

THROWING OIL DEFECT

Many motors which are otherwise perfectly satisfactory suffer from the failing of throwing oil through their main bearings. It is possible that this difficulty may be due to a slight pressure in the crank case, in which event the installation of a breather pipe might prove successful. Failing in this, the main bearings can be altered by the addition of a small leather packing washer which must be fashioned to fit the shaft snugly. An oil groove should be provided between the crank case housing and the bearing. This is arranged to drain back into the base. The packing washer is fitted from the shaft and attached to the crank case housing by means of small screws.—Motor Boating.

TRIUMPH

AN easy yet reliable means of transit is always afforded the rider of a Triumph Motor Cycle.

With these famous machines it is possible to go anywhere at any time—a perfectly safe and reliable method of travel.

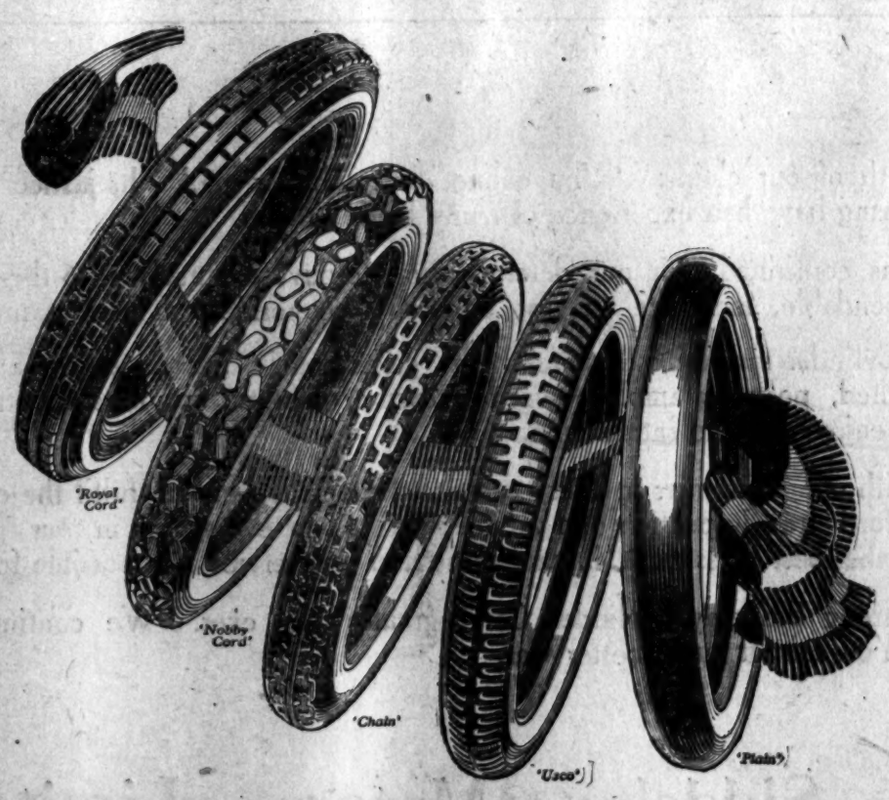
MOTOR OR CYCLE CATALOGUE FREE.

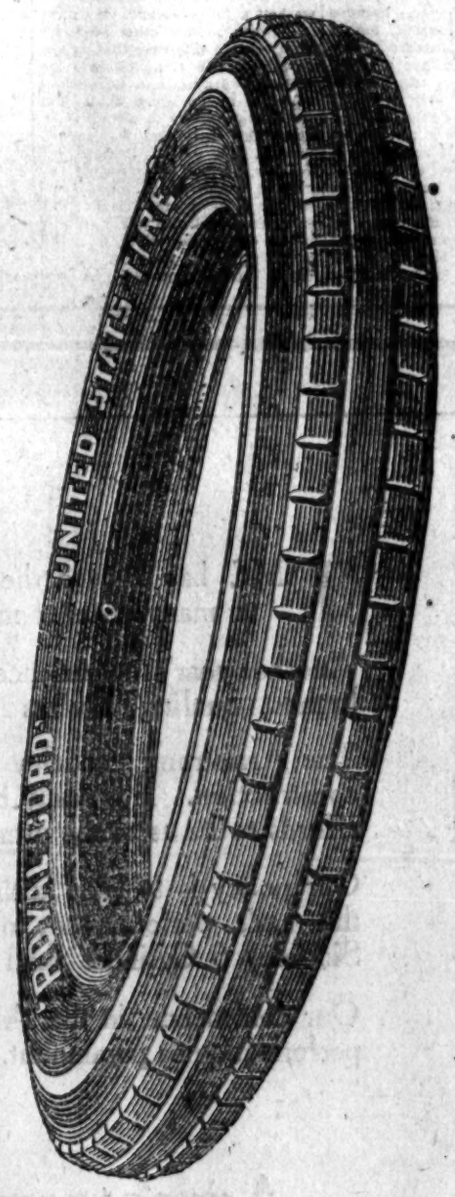
Works:
COVENTRY, ENGLAND.

Sole Agents for Northern China
Anglo-Chinese Engineering Association, Ltd.
SHANGHAI.

"Royal Cord" is something more than a tire—it represents the embodiment of scientific skill—finished product of the world's largest rubber company.

United States Tires are Good Tires





The Shanghai Horse Bazaar & Motor Co., Ltd.

DISTRIBUTORS

36, Bubbling Well Road, Shanghai.

Garage Telephones: West 1641, 1642, 1643

Automobile Makes Appeal To Baseball Stars In U. S.

BY HUGH S. FULLERTON
(In Motor Life)

Baseball players, especially in the major leagues, are the most ardent motorists and motor fans in the country. Start talking automobiles in a club-house and the players will forget their batting averages. The money that the old timer spent for headlight diamonds now gets into cars. The other day at the Polo Grounds I canvassed two teams and, of forty-seven ball players who responded to the roll call, thirty-one owned cars, and one modestly confessed that he owns five. That is young Spencer, the kid who has made such a brilliant start in the big leagues. He confesses four of them are Fords.

Babe Ruth, who now wears the crown that Anson, Clarkson, Rusie, Kelly, Delehanty, Keeler and Cobb wore in preceding generations drives a car with even more skill and almost as much speed as he does a baseball. Big, nerveless, quick of eye and hand, he handles his Packard with remarkable skill and, oddly enough, he is one of the most careful drivers I ever have ridden with. One feels safer and breathes easier with him driving through tangled traffic, onto ferries and through ticklish spots than with an ordinary driver on a clear country road.

"It's this way," he explained. "In baseball the game is to take chances, take a chance all the time. In driving an automobile the game is exactly opposite. They have a saying in baseball which is 'Take nothing for granted'—and that is the way to drive an automobile.

"I never have had the speed bug at all. I confess that I always have wanted to drive races, but that is a different matter entirely. The reason I never went in Ford driving in races is that I never got swelled enough to think I could compare with those fellowns. In racing a fellow could take a chance, because he takes the risk himself, but in driving a car for pleasure or for business, no driver has a right to take a chance on the lives of those riding with him or those who may be on the road.

"Fact is, I drove a car two or three years before I really learned to drive. There is a lot of difference between knowing how to shift gears and let in the clutch and really driving. It wasn't until I commenced to get interested in the mechanics of the car itself and to understand how and why every part worked that I really learned to drive.

"It's a good deal like pitching. A fellow starts in the baseball business with a lot of speed and a curve and thinks he is a good pitcher. Four or five years later he learns to save his arm, save his strength, save wear and tear and get better results with half the effort. Driving a car is the same way. At first, before he gets wise, a driver gets along, probably goes as fast, but he is taking something out of his car. My second car was in better shape after ten thousand miles than the first was after a thousand. I got out of her everything that was in her without wasting anything.

HELPS BALL PLAYER

There is nothing that helps a ball player as much as driving a car does and I suppose it works the same way with any fellow in any business. Watching the road, watching the car, keeps his mind off worry and an hour's run after a hard game rests me more than that much sleep would do.

"I never claimed to be a shark on motors or the mechanics of a car, but learned that a driver ought to know everything he can learn about the parts and the first thing he ought to learn is what not to monkey with. I can do a pretty good job of tightening and adjusting, but one thing I have learned and that is that five minutes spent looking over a car before you start is worth a couple of hours monkeying with it later, and perhaps a garage bill. My system is to make sure before starting that everything is all right. Probably a ball player's eye and ear are a little better trained than those of most people and I use my eyes and ears rather than my hands in keeping a car in shape. If I catch the first knock or squeak and locate it, I find there is little to be done.

"I have had one accident and we had a lucky escape. Of course it always is the other fellow's fault, but in this case that is not an alibi. He slammed into me without warning and there was no time to do more than jam the brake and try to swing wide. Then the crash and we turned over in the ditch. It hurt my feelings, as well as wrecked the car and nearly killed four of us, because I have made it a point to figure what the other fellow might do—rather than what he is liable to do, and not take a chance on having him do the worst possible. In this case, I didn't know there was another car anywhere when it came from nowhere and rammed into us. It showed that the old baseball saying, 'Take nothing for granted,' fits automobile driving."

Ruth omits telling the most remarkable part of that accident, which was that, with a big touring car pinning down the members of his party, and with himself bruised and shaken, he crawled under the edge of the car, braced his great body and lifted the side of the car until his passengers could crawl out to safety.

EARLY IN THE GAME

Ball players commenced to be automobile fans early in the game, but it was the presentation of cars to the best player in each major league at the close of each season that made fans of them all. Hugh Chalmers, an ardent baseball fan, conceived the idea and the presentation of the cars to the players selected by a committee of newspaper men was one of the features of the world's series each fall. Ty Cobb, Frank Schulte, Johnny Evers and a number of others were presented with Chalmers touring cars, and the contest for the honor as well as the gift added interest to the baseball races each year.

After they heard what Chance had to say on the subject, automobile racing was entirely abandoned. Chance was one of the pioneer motor fans of the baseball world. His first car was one of the earlier Franklin, but later he had a Stearns built to suit him and it was as hard to pass him on the road as to pass him in a pennant race. Chance likes speed—and still likes it. He would have made a good race driver and has driven in speed tests. His wife, also an enthusiastic motorist, is one of the best women drivers in the country and was entered in a woman's race at Los Angeles three years ago, but did not drive in the race.

Chance had his training in speed driving with his chum, Barney Oldfield, with whom he has done much touring, only recently completing a trip across the United States. He has driven from coast to coast four times and made one trip from Chicago to his home at Glendora, Calif., without a minute's delay on account either of engine or tire trouble.

TY COBB HAS THREE

Ty Cobb, another motor fan, has three cars and does all his own driving and repairing. The greater part of the winter he spends in his car driving to various hunting grounds through Georgia and other Southern States. Cobb drove in the famous New York-Jacksonville, Fla., reliability of the American Automobile Association.

Ty drives a car just as to play baseball depends upon his quickness of eye, brain and hand instead of upon a moderate pace for safety. He drives hard and fast, yet with perfect control and sureness. His wonderful quickness of eye and hand makes him a master driver and one feels safer riding with him at forty miles an hour than with some persons at fifteen.

Charlie Herzog is entitled to consideration as a speed driver. Herzy has had an ambition to drive races, and is a fan on the speed game, never losing an opportunity to bt present at a big race. He keeps two cars—one to use when alone and the other to drive with the family—and when the babies are in, the gait is a sedate fifteen miles. When alone on a good road he likes to see how far down he can push the button.

FIFTY-HOUR ENDURANCE IS NEW ESSEX RECORD

Another clean up for the Essex has been accomplished in a 50-hour endurance run, during which time the road champion negotiated 3,037 miles on the Cincinnati Speedway.

This information was received last week from the Essex headquarters.

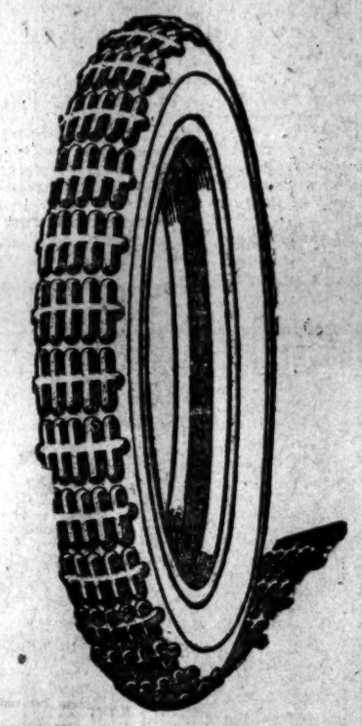
With this endurance run the Essex has annexed all of the records in the United States worth consideration.

The Essex now holds the transcontinental record and speedway record, as well as many national hill-climbing laurels.

AIR-HOSE TROUBLE

Those who are in doubt as to whether their engine-driven tire pump forces oil through the hose should examine the end of the latter. Usually this hose has a rubber lining and if oil is being pumped the lining becomes softened, perhaps to such an extent that it will not hold to the nipple. In cheap hose it is difficult to again attach the nipple, even though wire is used as binding, because the first operation of the pump blows the hose away from its connection. The remedy lies either in getting a good grade of hose or in having the pump piston and rings examined for leakage.

GOODRICH TYRES



H. S. HONIGSBERG & Co., Inc.

Exclusive Distributors

SHANGHAI—PEKING—TIENTSIN

All Goodrich Tyres Supplied to the Eastern Trade are a Product of the Akron, Ohio, Factory.

TIME has proved the truth of our claim: "You cannot buy a better car." Its justice is vouched for by many owners who in many years of motoring have had experience of many kinds of cars.

Another year's experience has confirmed us in our determination to devote ourselves to the manufacture of a single model of the highest quality, always dependable, moderate in first cost and economical in use—a motor carriage of perfect comfort.

The Armstrong Siddeley 6 Cylinder maintains the prestige it gained on its introduction as a car of advanced design yet simple construction. It is easily handled, possesses ample power for town or country use, runs smoothly, is devoid of noise and rattle, and affords to its users the utmost enjoyment and satisfaction.

Our policy is to keep faith with our customers in every detail; to anticipate and to fulfil the expectations of every purchaser as to the car's performance; to afford free inspection and advice; and to do everything in our power to ensure that the Armstrong Siddeley 6 Cylinder shall be the best investment in car value and car service it is possible for anyone to make.

Our confidence in the Armstrong Siddeley Cylinder Car is greater than ever. We continue to regard high quality and perfect performance as paramount. You cannot buy a better Car.

Armstrong Siddeley Motors, Limited, Coventry

Agents

THE CENTRAL GARAGE COMPANY

9 HONGKONG ROAD, SHANGHAI Tel. Cent. 6006

The Stuff American Cars Are Made Of

The Field, The Trees, The Earth, Contribute Materials For The Production Of The Car You Drive

By W. A. WARREN

It is only necessary to stroll through the different departments of an automobile factory to realise the vast number of industries which are represented in the manufacture of a car. We are prone to think of the automobile as essentially a steel product, and this is true, but, nevertheless, in going about a factory devoted to the manufacture of cars, it is surprising to find the number of other materials and trades represented.

For instance, all sorts of wood working machines are necessary in the body plants where various kinds of woods are utilised in the making of fine automobile bodies. If we go another step into the upholstery department, we find leathers, curled hair and all the various materials and supplies necessary to the upholsterer's trade. Of course, we have the use of rubber products in the tires and rubber impregnated cloth and various other water-proof materials in the top and slip covers. In the upholstery of the closed cars, we have the finest whip cord and other fancy cloths known for their beautiful appearance as well as for their endurance. In fact, as we go through the different departments of the plant, we cannot help but realise that in building an automobile it is necessary to utilise the products of the field, the trees of the forest, as well as those which come from the depths of the earth. The animal, vegetable and mineral kingdoms are all required to furnish their quota in the manufacture of a complete automobile.

Of course, the mineral kingdom is most strongly represented. Iron, copper, nickel, zinc, lead, tungsten, vanadium, chromium, molybdenum and all the other various steel alloying substances are used on every car. We have the lightest of metals, aluminum and magnesium, and the heavier metals such as lead, and the heaviest of all, iridium.

Metals are not the only mineral products which we have use for in automobiles. For instance, asbestos is found in our brake linings and in a great many of the clutch facings and in the preparation of bodies in the paint shop, the use of pumice is very essential. Another one of the great mineral products is glass, without which our windshields could not be built, or our closed bodies constructed with any great satisfaction. From the depths of the earth also come the fuel and lubricating oils with which the car is operated.

It would take a large volume to describe the metals and the characteristics of the different alloys used in the manufacture of automobiles. It seems as if the entire range is employed, each contributing its peculiar quality which makes it appropriate for its work. We choose aluminum because it is light and because it has sufficient strength to act particularly well for housings. Thus, we see it on high grade cars employed as crankcase material, or where the top of the cylinder is under cover, we find the top cover plate to be of aluminum.

The gearbox is frequently made of aluminum. It has been utilised lately with great promise of success for rear axle housings. Valuable die castings are made from t for pumps, etc. It is used for steering wheel spiders and for control levers, as well as for dashboards, etc. It is found all over the car, lending its valuable quality of lightness as well as strength and durability of construction.

Aluminum weighs but 165 pounds per cubic foot, or approximately one-third as much as steel. Therefore, where it has sufficient strength to fulfill the necessity it represents a saving in weight of 66 percent as compared with steel for particular parts, thus increasing the economy of the car, allowing it to run further on a gallon of fuel and giving less weight for the tires to bear and, consequently, increasing their mileage.

Without iron it would be practically impossible to build cars for the price at which they now sell. In spite of its relative cheapness, no material has such advantageous qualities for engine cylinders. The pistons of iron are far in the majority, although aluminum pistons have gained favor during the past decade. When we say it would be impossible to build automobiles as cheaply as they are now constructed with iron, we mean, using iron alone and not the substances which are derived from it. Without iron we would not have any steel and it would be impossible to make even a start in the construction of an automobile as primarily an iron product, with the iron alloyed and refined in various parts of the chassis to give it the properties necessary for those particular parts.

The closest product to the iron ore itself used in the automobile is naturally cast iron, which we find for the cylinder blocks, generally for the upper part of the crankcase, which is integral with the cylinders in a great many of our constructions, and also, particularly on the lower priced cars, for housings such as the crankcase, cylinder head, transmission gearbox, etc. Cast iron is much heavier than aluminum for this sort of work, weighing approximately 442 pounds per cubic foot. Wrought iron, which is a little higher developed, weighs 485 pounds to the cubic foot, and alloy steel of the best grade, 490 pounds to the cubic foot.

Iridium, the heaviest metal, weighing 1,383 pounds to the cubic foot, we find used in a few of the electrical contact points where platinum-iridium composition used to be quite popular before the price of platinum went beyond reason. Since that time tungsten has increased in use for this purpose. This also is a very heavy metal weighing 1,200 pounds to the cubic foot.

Zinc, which is blended with aluminum for some of the die cast parts, weighs the same as cast iron, about 440 pounds to the cubic foot. The total amount, however, of zinc used per car is very low. We find, however, in the aggregate the amount of copper used annually by the automobile industry to be a considerable amount. It is necessary, of course, in the manufacture of generators, starting motors, magnetos, and for the wiring. Copper weighs 556 pounds to the cubic foot. The amount of copper used per car does not vary greatly, regardless of the price of the car. An interesting comparison may be made from the fact that it requires 35,000 miles of wire for a million Ford magnetos, which was about the production of the Ford factory in 1919, and somewhat less than it was in 1920.

The automobile industry uses in a year about 1,500,000 tons of steel in the manufacture and repair of cars and trucks. If production had been up to normal last year it would have gone well over 2,000,000 tons. On the average car, we use a little over a thousand pounds of steel for a chassis. On the Ford car, it requires just under 950 pounds of steel for each chassis. These figures do not include the sheet steel used in the body, but are simply the chassis alone. A great many of our more expensive cars, of course, use sheet or cast aluminum for the body metal in place of the pressed sheet steel.

The wood, in a set of average wheels, will weigh about 75 pounds. Hickory weighs 48 pounds to the cubic foot, and this is the material generally used for wood wheels. On heavy trucks where the heavy wood wheels are used, the weight, of course, runs up very rapidly. In the manufacture and repair of automobiles, the industry uses annually 200,000,000 pounds, or 100,000 tons of second growth hickory. A large number of the trucks are, of course, equipped with metal wheels made of cast steel, or some other suitable material.

To gain an idea of the tremendous area of water-proof cloth used by the automobile industry during a year, it is only necessary to stand in the window of a high building in any large city and look down into the crowded street below and watch the veritable carpet of automobile tops. We use in a year probably 50,000,000 square feet of rubber cloth material or artificial leather for manufacturing automobile tops and keeping them in repair.

The tremendous amount of copper used in the automobile industry for radiators alone has made this branch of manufacture one of the biggest copper consuming industries in the world. It is excelled only by the electrical industry and even in the latter, a great proportion of its products finds its way into the automobile industry in the shape of starting and lighting equipment, wiring, ignition apparatus, etc. If we assume that the average automobile radiator has in the neighborhood of 30 pounds of copper and that the average starting and lighting system, together with wiring, etc., include another 10 pounds, giving us 40 pounds of copper per car, and taking into consideration the annual repairs, etc., necessitating replacements with copper we find that the industry uses at least 70,000,000 pounds per year, or 35,000 tons of the yellow metal.

The automobilist little realises how much in weight of gasoline he consumes in a year. Gasoline weighs about 6 pounds to the gallon and at an average consumption rate of 500 gallons per year, the average motorist will consume a ton and a half of gasoline annually.

One of the biggest problems that automobile engineers are encountering is that of reducing weight. The purpose of the introduction of the fine alloys steel, the refinement of engine, transmissions, axles, and every part of the car progresses exactly as weight is reduced. Ninety percent of the experimental work going on in the country is devoted to weight reduction, either in the materials entering into the car or in the weight of fuel used to travel a given distance or a given time. A notable example of this is given in the engine. For instance, it is of great interest to note that a new six-cylinder engine weighs exactly the same as the six of the same make of nearly a decade ago, and yet it develops twice the horsepower. In other words, the weight per horsepower has been cut in half. This has been done by refined design and by the use of better materials. Were the weight in proportion to horsepower the same now as it was when the former engine was brought out, it would be impractical to put such a high-powered engine into a car because it would weigh so much that the car would be expensive to run and would be awkward to handle.

The great use of drop forgings has been one of the chief sources of weight reduction. In place of tremendously heavy castings to take care of parts which are under considerable stress, the engineer has found it possible to use the light-weight drop forging, which, by scientific sectioning and superior strength characteristics, handle the work and the weight is but a small fraction of that of the massive castings. These light-weight forgings are utilised as brackets, etc., and are rigid and yet sufficiently strong to support the parts such as, for instance, the brakink mechanism, etc., that depend upon them.

Another big factor in bringing down the weights of our cars is the use of tubular parts. We now have 100-horsepower engines which have crankshafts weighing but 30 pounds, this light weight being secured by gun drilling the shaft. The propeller shafts on most of our cars are tubular and hence are very light and also very strong and still on account of their large exterior diameter upon which stiffness and strength largely depend. Another big factor in reducing the weight of our cars is in the use of higher speed engines. We know that when we are transmitting power to the rear axle there are two big factors which make up this power, one is velocity and the other is the foot pounds transmitted. To deliver a given horsepower at the rear axle we can do it by a relatively high velocity and a relatively low number of foot pounds transferred, or we can decrease the velocity and increase the foot pounds torque delivered. As the velocities go up, the actual foot pounds are less and, consequently, the parts can be made lighter. This refers particularly to the drive units between the engine and rear axle. Because of this principle, although we are delivering higher horsepowers, we are delivering them at higher rates of speed and, consequently, we have not had to increase the weight of the driving units in anything like the same proportion as we have increased the horsepower.

Hydraulic Brakes Used In New Model

Duesenberg Introduces Straight Eight Type

One of the latest cars to make its appearance on the market is the Duesenberg Straight Eight, exhibited for the first time at this year's shows. A feature of the Duesenberg line which has attracted particular attention is the convertible sport roadster model. Embodying all the advantages in riding comfort and distinctive appearance of a custom-built design, this new car is long, low and powerful.

Tire life is still further lengthened by the four-wheel hydraulic braking system, the Duesenberg being the first American stock car to be provided with brakes on all four wheels. The smooth, automatic action of these brakes, distributes the braking strain evenly to all four wheels, preventing the wheels from locking and skidding the tires.

Seventy percent of the passenger traffic in California is transported by motor busses.

TRANSMISSION SILENCER

To silence a noisy transmission, try mixing flaxseed meal with the lubricant. This is recommended only as a temporary expedient, as a noisy transmission means generally breakage of gears of misalignment that calls for a major operation to effect a real cure.

THE B.S.A. TRADE MARK STANDS FOR THE HIGHEST QUALITY IN CYCLE CONSTRUCTION.

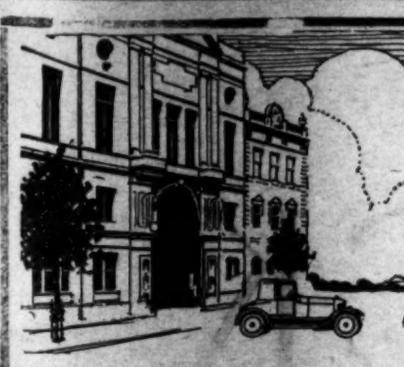
B.S.A

BICYCLES

Perfect in Every Part.

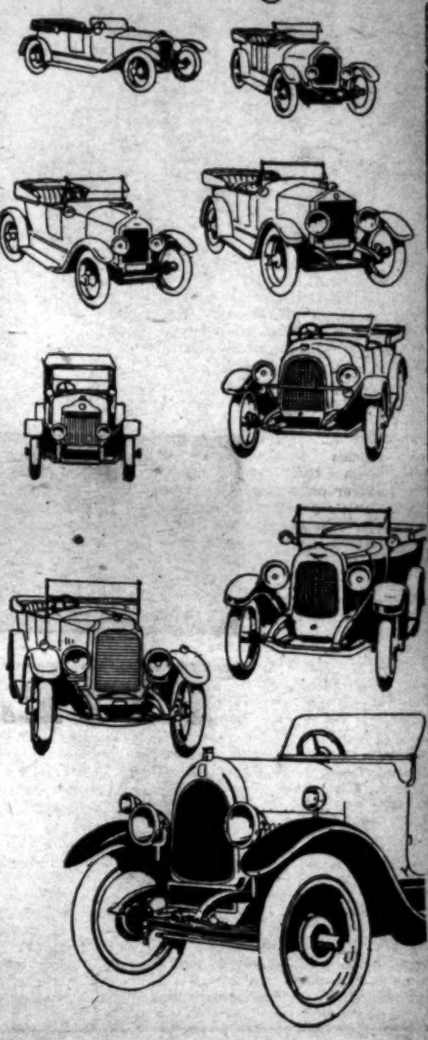
Manufactured by
B.S.A. CYCLES LD.
Proprietors:
The Birmingham Small Arms Company Limited.
Birmingham, England

Makers of the famous
B.S.A. Motor Bicycles
FOR SOLO & SIDECAR.



USED CARS

Are Our Speciality!



If You Are Buying Or Selling it will pay you to see us first

THE FOLLOWING CARS ARE IN STOCK & READY FOR THE ROAD

CHANDLER	RENAULT	ROAMER	BUICK
COLUMBIA	PACKARD	HAYNES	COLE
CROSSLEY	MITCHELL	DELAGE	KING
CADILLAC	MARMON	DODGE	FIAT
PAIGÉ	STUDEBAKER	HUPMOBILE	
	WILLYS-KNIGHT		

We offer you every facility for a thorough examination of any car. We will also give you A TRIAL RUN IN THE CAR OF YOUR CHOICE—and immediate delivery, with a year's guarantee.

If you want to exchange your present car for a different make or model, we will trade with you on a fair and square basis

THE

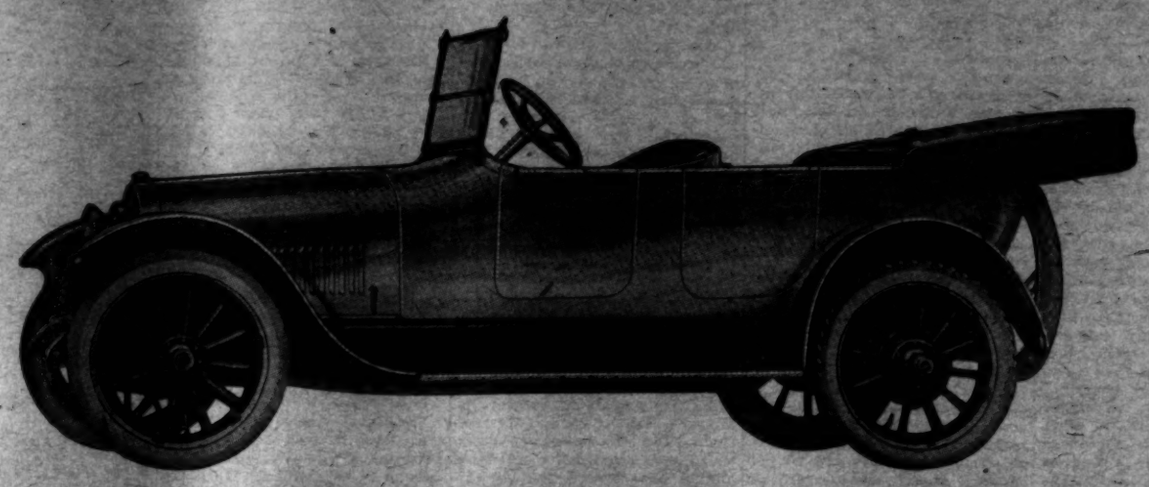
AUTO CASTLE

SHANGHAI

Pho neC. 402 228 Ave. Joffre

What about an XS Policy?

BUICK



THE WORLD'S FAVORITE CAR

MORE and more the Buick is establishing itself as the most desired of all motor cars among people between the two purse-lines—those who of necessity must get along with something less, and those to whom price is not a consideration ●●● And that includes nearly everybody ●●● As proof of Buick popularity you have only to observe that they outnumber all other cars of their approximate price class on the street ●●● And that is true of every street and road in the world where automobiles are used ●●● On thousands of streets and roads the Buick outnumbers all cars, big and small, cheap and costly ●●● First in power, first in durability, first in economy and first in the estimation of motorists everywhere ●●● You positively cannot go wrong on a Buick.

HONIGSBERG Buick SERVICE

H. S. HONIGSBERG & CO., INC.

TIENTSIN — 40 Bubbling Well Road, Shanghai — PEKING

Tel. West 1234

Largest Distributors of Automobiles China

China Press Sports

SHANGHAI, SUNDAY, MARCH 20, 1921

RECS AND CLUB ARE WINNERS; S.R.C. SCORE 10

First League Game Is Called Off When Police Get Extra Work

RANGERS WIN, 5-2

Show Good Football And Defeat Engineers; School Under, 4-1

YESTERDAY'S FOOTBALL

Recs	10	Electricity	0
S.F.C.	4	Pub. School	1
Rangers	5	Engineers	2

The program of League games arranged for Saturday dwindled considerably owing to a variety of causes. The only first division game scheduled did not eventuate. The races were on and the calls made on the force precluded its members from turning out.

This was a pity as after their Skottowe Cup game the Police could be trusted to have entertained the Recs properly, and the League standing is close enough to have provided sufficient interest in the game.

In this Second Division the Navy were also disappointed, as there were no policemen available for this game also. The Navy had a strong team all ready, but they found themselves out of work.

The B. A. T. vs. International game did not materialise for some reason or other.

The Recs had easy money in their game with the Electricty Department reaching double figures against an unpunctured goal sheet.

RECS WIN 10 TO 0

The Dept. won the toss and the ball set rolling by Dairseldt. The play for the first quarter of an hour was very even, but the Recs soon began to show they were the better team. Emamooden was given plenty of chances but he was apt to get offside and the whistle went three times for this offence. The first goal was scored by Johanssen who came inwards from the outside right and through the goalkeeper saved it partially it went into the ne shortly after Dairseldt scored. the full back covering the goal keepr so that Dairseldt had no difficulty in scoring. Good play on the Rec's part saw Gifford score goal No. three. The Electrics could not get going and only crossed the half way line about three times and then were never dangerous. Shortly before half time Dairseldt scored again from a low ground pass.

HALF TIME. RECS 4 NIL

For the second half, there was only one team seen, it being an absolute walk over. Corners were forced in quick succession and Emamooden sent one in so accurately that it went into goal off the Elect full back. Hands against Dairseldt relieved the pressure but back came the Recs and Johanssen scored goal No. six from a beauty from the right wing. Another corner was forced, taken by Johanssen and this was so well sent in that Dairseldt scored again. The Electrics bucked up and went down towards the Recs goal and forced a corner but "nothing doing." Dairseldt scored the 8th goal and then Gifford sent in a beauty from about 20 yds. distance which beat the gooa.keeper. Dairseldt scored the last goal close on time.

The Recs all played well, specially Johanssen, Dairseldt and Emamooden. Smith was an ideal center half. Both Xavier and Manley played fine football. Canda had nothing to do all the game.

For the losers Roach and Smith were the pick of the basket, but the team was outplayed all round, and as usual in such cases a team loses its combination and goes to pieces.

ENGINEERS vs. RANGERS

The vicissitudes of their profession make it difficult for the Engineers in a league competition, as was the case on Saturday when they were only able to muster three of their veterans.

Their indefatigable secretary, Powers, however rounded up eight other sportsmen and they lined up all right against the Rangers. The latter team was playing good football and nothing could stop them. The Engineers scored first, but their rising hopes sunk quickly as the Rangers, settling down annexed two goals in response, adding a third before half time. In the second half the Rangers combination was too good and they took two more to the Engineers one, winning comfortably by 5-2.

For the winners Mason, John-

(Continued on Page 2)

Old Timer Broken In Health

"Wee" Willie Keeler, the veteran Giant who used to "hit 'em where they ain't," is reported to be broken in health and in a critical condition. Famous in his day as a pinch hitter and danger hitter, Willie had the knack of placing the ball just over the infielder's head. At a recent meeting of the National League it was voted to look out for the welfare of the little Giant, Several of Keeler's former teammates contributed to his cause.

MORE BASEBALL TEAMS WANT TO PLAY IN SHANGHAI

Dairen And Osaka Nines Say They Are Coming Here This Summer

The Japanese baseball team at Dairen wants to come here for a series of games late in May or late in July. The Osaka Mainichi, one of the biggest newspapers in Japan, is going to send a nine here for the Far Eastern championship. The journal has a group of crack ball tossers on the editorial staff and these men are coming over to cover the games and play against any team in sight.

The Baseball Club Committee will discuss the coming of the two teams at a meeting to be held either Tuesday or Wednesday of this week.

SAUER, LAMBERT AND LEFKOWITZ SPOON WINNERS

Fowler Also Gets Trophy At American Company Shoot; 25 Compete

The monthly spoon competition of the American Company S.V.C., took place Friday, conditions were as follows:

300 yards 2nd class figure target. 1 sighter and 10 scoring shots. Slow fire. Lee Enfield Rifles. H.P.S. 40. There were 25 competitors.

"A1" Class

Corporal Sauer	36*
Private Neal	35
Pvt. 1st Class Brawley	34
Lieutenant Olsen	34
Private Graham	31
Corporal Roberts	30
Corporal Green	27
Corporal Langley	27

"A" Class

Corporal Lambert	34*
Private Jenkins	31
Corporal Canda	27
Corporal Cooper	27
Private Canda	27
Corporal Anderson	22

"B" Class

Private Lefkowitz	30*
Corporal John	29
Sergeant Fortenfield	24
Private Hutchinson, T. H.	20
Private Boutross	18
Private Young	15
Private Hutchinson, W.	15

"C" Class

Private Fowler	27*
Private Rogers	23
Private Anderson	21
Sergeant Viloudaki	16

*Winners of spoons.

Portugal Quintet Enters International Basketball Series

Portugal has entered a team in the International basketball series and H. Collaco has been elected captain. Seven men are out for places on the five.

England, China, the United States and Canada are the other four teams entered.

CALDWELL IS FIRST HOME IN HARRIERS RACE

American Schoolboy Beats Lawrie Smith Five Seconds In Great Run

WAS FINAL OF SEASON

Runners Enjoy Three Mile And A Half Jaunt In Kiangwan District

Oliver Caldwell, an American youngster in his first season of cross-country running, defeated B. Lawrie Smith in the last quarter mile of the three-and-a-half hill and dale race held by the Shanghai Harriers yesterday afternoon in the Kiangwan district. Caldwell flashed by the tape but five seconds ahead of Smith in the great race.

It was the final cross-country race of the season and the heat bothered the men just a little. The performances by the younger members of the Club featured and Caldwell's victory was a surprise finale.

Smith ran a heady race from a back mark and with a previous leg on the cup was out to make it his own. He overcame the pack and was all set for the win when the American schoolboy surprised everybody by his burst of speed in the last 400 yards. Smith ran himself to a standstill and was barely beaten after making the fastest time in the handicap.

Coach W. W. Bartlett of the American School, who assisted Tom McKenna in laying the trail, was particularly pleased with the performance of young Caldwell.

The following summary shows the first 12 men home:

1st Oliver Caldwell Time 22 min.
2nd B. Lawrie Smith Time 23.5 sec.
3rd A. Hayes.
4th H. Waters.
5th H. Brewster.
6th W. W. Bartlett.
7th H. Wilson.
8th C. Goodhind.
9th T. McKenna.
10th E. Lewis.
11th H. Hudson.
12th C. Reneman.

CENTRAL GARAGE BUILDING BUSES; HAS MOTOR SHOW

Many 1921 Models Of Popular Makes Are Being Exhibited

More of the big yellow passenger buses which have solved the transportation problem for the thriving city of Nantungchow are being built in the new modern building of the Central Garage Company off Hongkong Road. The Company has already built eight and two more are nearing completion.

The buses have proved their worth at Nantungchow and it is expected that they will be placed in service in other cities. They seat 30 persons and are divided into first and third-class compartments. All the work above the chassis of a big Carford truck is done at the workrooms of the new Central Garage.

The showroom in the new building is not yet quite ready for the public reception planned by the garage company but there is an assortment of cars on exhibition there that is probably not duplicated anywhere in the Far East.

On show are 1921 models of Morris-Oxford, Armstroug-Siddeley, Sunbeam, Austin, Templar, Mercer, Overland '4 and Willys-Knight automobiles in various styles. In addition there is a "show chassis" showing how the Willys-Knight looks before the body is built above the chassis. The Central Garage has also received 1921 Detroit Electrics, which are proving popular cars in Shanghai.

Ladies Hockey Club Wins By 5-2 Score

The Ladies Hockey Club defeated the Christian Endeavor Society by a score of 5-2 at the Race Course yesterday afternoon in a fast game. The Hockey Club had a 3-2 lead when the whistle blew for half time and scored two more in the final period while holding the Christian Endeavor Society to no score.

DALLAS IS STAR OF CATHEDRAL SCHOOL GAMES

Wins Sir Havilland Belt For All-Around Ability; McCann Next

BIG CROWD ATTENDS

Old Timers Regard Sports Day As Most Successful On Record

The Weather Man, an animated throng of spectators and the youngsters of the Cathedral School—these last the main factor, of course—formed a combination out at the Recreation Club yesterday afternoon that furnished delight for everybody concerned—the occasion being the annual sports of the institution.

According to the "old timers" yesterday's sports stand out as probably the most successful meeting on record. There was an unusally large crowd of interested parents and friends on hand to watch the many events and the various competitions were keenly contested, and run off in most effective style by the efficient corps officials.

Including the games there was an even score of events, in which students of both boys' and girls' schools participated. In the individual events some good marks were registered. The 100 yards championship was done in 11 2/5 seconds by Dallas, who also won the 440, making the distance in 1: 9 1/5 and barely nosing in ahead of McCann in an exciting finish.

GOOD TEAM WORK

The team events were among the most interesting of the meet the youngsters showing remarkably strong in their co-operative work. The tug-of-war was bitterly fought out in the semi-finals and the team drill was so precisely executed that the judges had difficulty in awarding the honors.

Individual laurels went to Dallas, who scored 10 points out of the aggregate awarded for the counting events—the 100, 220 and 440-yard runs and the bike and walking races—and he is entitled for the year to the Sir Havilland de Sausmarez belt. McCann was second high man, with seven points.

In the competition for the Field Shield, Dallas again shone brightest, getting a total of 29 points, while Mayer stood second with 24. THE CHINA PRESS efficiency Shield, awarded for team drill, went to the Vikings team, captained by McCann.

MRS. SYMONS AWARDS PRIZES

Tea and other refreshments was served during the interval by a committee of ladies and following the final contest Mrs. Symons presented the prizes, assisted by Mr. E. P. Graham Barrow, headmaster. After the awards had been made Mrs. Symons was presented with bouquet by the boys and Mr. Graham Barrow made an apt little speech of thanks to those aiding in the sports and to the donors of the prizes. Among the latter he mentioned especially the school's police friends, who have donated the handsome shield for the walking race—won for the second year in succession by MacDougall and the Recreation Club, who so kindly loaned their grounds. Thanks were also expressed to Messrs. Caldbeck, Macgregor and Co., who delighted the kids with a big consignment of ginger beer and kindred liquids, and to Colonel Marr-Johnson, D.S.O., Sergeant-Major Fairbairn and the other officials of the sports.

The competitors then registered appreciation on their own account with a series of enthusiastic cheers for Dean and Mrs. Symons and for their popular headmaster.

Following is the record of events:

LIST OF EVENTS

1.—100 yards, boys under 7—Won by Crutwell, Tucker 2nd, Blechynden 3rd. Time—18 sec.

2.—100 yards, under 9 years—won by B. W. Hykes, Broadrick 2nd, Girardet 3rd. Time 13 sec.

3.—100 yards, under 12 years—won by D. M. Hykes, Taylor 2nd, Horn 3rd. Time 12 4-5 sec.

4.—100 yards, under 14 years—won by R. W. Hykes, Hickmott 2nd, McCann 3rd. Time 12 4-5 sec.

5.—100 yards Championship—won by Dallas, McCann 2nd, Mayer 3rd. Time 11 2-5.

6.—100 yards, girls under 12 years—won by M. Middleton, V. Brianovsky 2nd, F. Tukford 3rd. Time 15 sec.

7.—100 yards, old boys—won by Hinton, Penford 2nd, Tippin 3rd. Time 11 3-5 sec.

8.—100 yards open, for girls—won by A. Foster, B. Cain 2nd, M. Middleton 3rd. Time 12 sec.

9.—Team relay race—won by Vikings (McCann, capt.), Olym-

(Continued on Page 2)

Giants Top Ruth Price By $15,000 In Bidding For Cincinnati Star

Determined to strengthen the Giants so that New York's famous National League Club again may become a pennant winner, John McGraw made the Cincinnati Reds the largest bona fide offer ever made for a ball player. McGraw offered to write out a check for $150,000 for the pick of the Cincinnati club which means either Heinie Groh or Eddie Roush, both former Giant players. Garry Hermann, president of the Cincinnati team, admitted the offer, but would not discuss it.

Filipino Swimmers Prepare For Far Eastern Games

The big swimming event in Manila this year will be the mile swim to take place along the Malate beach on March 27 under the auspices of the Philippine Amateur Athletic Federation as a preparation for the swimming contests to be held in Shanghai next in connection with the Far Eastern Olympic games. La Estrella del Norte will give three prizes to the winners of the event, a gold medal for first, a silver medal for second, a bronze medal for third place.

The main purpose of holding the event is to find out how far the Filipino swimmers can hold their own in a long swim. At present there are some Americans who are reported to be good in the mile swim but it is contended in some quarters that the Manila City Schools have as good a material for this event as any other organisation. Calvo, Leaco and Sobino will compete under the City School colors.

Other teams in the Philippine Swimming League are sure to enter their men. Lieutenant Haight, of the Huron who swims the 440 with ease is expected to be one of the strong bidders for honors.

JAPAN SENDING 100

The following word has come from Japan as follows. "I have the pleasure to inform you that the Japan Contest Committee intend to enter: All Track and Field Events including marathon, all swimming events, tennis singles and doubles, baseball, football, basketball, volley ball.

We are intending to send about 100 athletes to Shanghai, to arrive there about May 27 or 28."

Mr. F. K. Lau of the Contest Committee in Hongkong writes: Hongkong would like to have a try in the following games and events: volleyball, basketball, football, tennis and swimming. It is also possible we may have a few runners. In some of the above games we shall play off with Canton and the winners would like to have a try at Shanghai.

CHANGSHA REPORTS

N. Kaier of Changsha writes; The possible material in view: Dr. Kao of the Hunan Yale Medical College, former shot putter in the F. E. A. M. and Mr. Chu En-teh, winner of the decathlon event in the former F. E. A. A. are both thinking seriously of entering as competitors. We will very soon have formed a committee for carrying out any work which will help Hunan's participation in the meet. Besides the above possibilities we may also propose some middle distance runners, and also a volleyball and basketball team. These matters will naturally be decided at a later date.

PROGRESS IN SHANTUNG

L. E. Todnem of Tsinan writes: "We have already received the co-operation of the Commissioner of Education for Shantung in preparation for the Games. We shall bring all possible pressure to bear upon every school to train a team. These schools will then participate in a Province wide preliminary meet to be held in Tsinanfu the end of April. From the best men in this meet we hope to be able to pick some worthy representatives and then get in about another month's training on these men under Li's leadership. In general this program has been approved by the Commissioner." Li Whenchang will be remembered as the half mile champion of the 1915 games, winning both the Far Eastern and Open International Events.

ST. JOHN'S TEAM WINS 1921 TITLE IN BASKETBALL

Defeats Soochow, 34-5, For East China College Championship

By defeating Soochow University yesterday by a heavy score of 34-5, the St. John's University quintet won the East China intercollegiate championship in basketball. The game was staged at Nanyang College. It was a hard game to play as both teams have played indoors all season.

A poor crowd witnessed the championship game on account of Tag Day for the famine relief. Most of the scoring came in the second half of the game. Soochow was able to score but one field goal.

Summary of the game follows:

St. John's 34		Soochow 5
K. L. Woo	c	T. S. Yang
C. H. Tyau	rf	C. H. Tong
Z. W. Ling	lf	Z. H. Wu
K. F. Yang and F. S. Tsang	rg	Z. Z. Zia
T. T. Mo	lg	K. S. Liang

Field Goals: Tyau, 6; Woo, 7; Mo, 1; Ling, 1; and Zia, 1.

Goals from Foul line: Tyau, 4; Wu, 2; and Tong 1.

Timers: Liang and Tai.

Scorer: Tsang and Chen.

Referee: C. H. McCloy.

Umpire: Dr. J. H. Gray.

ROWING CLUB IS BEATEN, 41-22, BY CHINESE FIVE

Y.M.C.A. Basketballers Play Well Together; E. Nash Is Star

The Chinese Y.M.C.A. basketball team defeated the Rowing Club last night by a score of 41 to 22. E. Nash, the Rowing Club center, played a great game for his team while it was hard to pick a star from the Chinese aggregation so well did the men work together.

The two fives will probably meet in the international series as representatives of China and England.

The summary:

Y.M.C.A. 41		Rowing Club 22
M. T. Liu and D. M. Woo	lf	H. Goldman
Tom Chang	rf	H. Day
V. W. Wang	c	E. Nash
T. T. Zee and M. T. Liu	lg	G. Day
D. S. Lee	rg	H. Nash

Goals from floor: Tom Chang, 6; M. T. Liu, 5; D. M. Woo, 6; T. T. Zee, 1; D. S. Lee, H. Day, 2; E. Nash, 6; H. Goldman, 2; N. Nash.

Goals from fouls: M. T. Liu, 2.

Time—two 20-minute periods.

Referee—Duff.

Timer—William Tan. Scorer—Geo. L. Chan.

FOUR RIDERS IN FALLS AT FIRST EXTRA MEETING OF SHANGHAI RACE CLUB

Messrs. Benbow Rowe And Frank Vida Suffer Painful Injuries; Favorites Run Close To Form; Surprise In Last Event

The Shanghai Race Club's first extra meeting of the year yesterday brought with it the season's first day of real racing weather with warmth in the air and a hard, fast track. A crowd of fair proportions was out and, it should be mentioned too, that the occasion marked the first appearance this year of straw hats which were in evidence here and there.

Of the program of nine events the first was a hurdle race and the second a steeplechase and both these provided exciting moments when riders were thrown. Mr. Benbow Rowe was painfully injured in the first race, the Croxton Park Hurdle Race. He was riding Mr. Lamerton's Chop Dollar and in taking a jump was thrown. It was found that he had suffered a broken rib.

Two riders went down in the second race, but neither suffered anything more serious than a severe shaking up. Both falls occurred in the backstretch. Mr. G. G. Harper, riding Messrs. Jackson and Sparke's Wild Chance was unseated first and at the next jump Mr. Eastwood was unseated by his mount, Mr. Fash's Cloister.

What had the aspect of a serious accident took place at the start of the seventh race, The Lingfield Park Cup, when in a field of eleven starters Mr. Frank Vida was thrown near the rail. He was well to the rear, however, and escaped the flying hoofs. When he was removed from the course it was found that he had suffered a dislocated shoulder.

Mr. Vida was taken to the General Hospital but was allowed to go home last night.

DIVIDENDS ARE SMALL

With a single exception favorites ran close to form through the day with the result that dividend payments in general ran low. In the first eight races the two best dividends, in fact, both for win, were $20.40 in the first race and $37.70 in the sixth race. The one exception of the day was saved until the running of the final event The Alexandra Park Selling Race, which was perhaps the most interesting contest of the day.

In this race Mr. Renniks' chestnut Quebec, ridden by Mr. Bauld, upset every expectation. The finish of the race in one, two, three order was Quebec, Silver Ring and Lightning Raider. Lightning Raider had been long favorite with Father John for second choice while the two winners seemingly had not been figured at all. Incidentally, Quebec paid $322.20 for win and $92.30 for place, the only sizable payments of the day.

The summaries follows

1st Race—The Croxton Park Hurdle Race. For all China ponies. Seven furlongs.

	lbs.	
Messrs. H. O. and C. J. White's ches. Soft Thing (Mr. Springfield)	157	—1
Messrs. B. D. F. Beith and W. A. Dalgarno's black The Prelate (Mr. Beith)	153	—2
Mr. H. Herlofson's grey Medina-Sidonia (Mr. Dalgarno)	162	—3

Also ran: Fash's grey Big Ben, Mr. Harper; Mr. F. S. Gibbing's grey Bantry Bay, Mr. Sweeting; Mr. J. A. Hayes' black Tiga, Mr. Bremner; Mr. H. M. Hind's grey Douro, Mr. Eastwood; Mr. Lamerton's grey Chop Dollar, Mr. Rowe; Mr. Liddell's blk. Misty Morning, late The Shilling, Mr. Hitch; Mr. MacBonar's grey Revenge, Mr. Pinkerton; Mr. A. B. Thompson's ches. Ruby, Mr. Thompson.

Won by four lengths; one length.

Time—2:00 4-5.

Pari-mutuel. For win, $20.40; for place, 1st $8.00, 2nd $15.30, 3rd $7.10.

Members' Sweep.—1st 286, 2nd 164, 3rd 443. Unplaced.—144, 181, 25, 41, 282, 248, 133 and 289.

2nd Race.—The Phoenix Park Steeplechase. For China ponies that have never won any steeplechase, whether they have started in a previous steeplechase or not. Over the Natural, Once Round and In.

	lbs.	
Mr. R. Macgregor's ches Red Pepper. (Mr. Pinkerton)	153	—1
Mr. M. O. Springfield's ches Wild Cat. (Mr. Springfield)	158	—2
Mr. S. B. M. Bremner's ches Coriander. (Mr. Bremner)	158	—3

Also ran: Mr. Fash's ches Redskin, Mr. Beith; Mr. Fash's brown Cloister, Mr. Eastwood; Mr. H. Herlofson's gr. Graysand Mr. Dalgarno; Messrs. Jackson and Sparke's bay Wild Chance, Mr. Harper; Mr. J. H. Macgregor's black Wee Mac, Mr. Greig; Mr. J. J. Paterson's brown Pile Driver, Mr. Paterson.

Won by many lengths; many lengths.

Pari-mutuel. For win, $11.40; for place, 1st $7.20, 2nd $10.00, 3rd $9.90.

Members' Sweep.—1st 166, 2nd 344, 3rd 361. Unplaced.—131, 16, 151, 19, 253 and 437.

3rd Race.—The Gosforth Park Handicap. A handicap for all China ponies that have started in at least two flat races since July 1, 1920. One mile and three furlongs.

	lbs.	
Mr. Campox's bay Old Bill (Mr. Bremner)	158	—1
Mr. N. L. Sparke's grey Colinton (Mr. W. Hill)	154	—2
Mr. J. Rosenfeld's grey San Juan (Mr. Crokam)	146	—3

Also ran: Mr. Hellenic's ches. Ajax, late Brightlight, Mr. De Zutter; Mr. C. Knight's grey Father Confessor, Mr. Bauld; Mr. McBain's ches Goldon Knob, Mr. Wuilleumier; Mr. William McBain's ro. Struma, Mr. Vida; Messrs. Sky and Hickling's grey, Mazurek, Mr. Harper; Mr. Wakelam's grey Marlow, Mr. Sleap.

A head; a length.

Time—2:56 1-5.

Pari-mutuel. For win, $9.20; for place, 1st $6.30, 2nd $6.70, 3rd $11.60.

Members' Sweep.—1st 460, 2nd 63, 3rd 615. Unplaced.—249, 45, 199, 424, 352 and 680.

4th Race.—The Haydock Park Plate. For all China ponies. Half-a-mile.

	lbs.	
Messrs. C. G. Mackie and G. H. Wright's black Jet (Mr. Hill)	159	—1
Messrs. Jackson and Sparke's gr. Wild Escapade (Mr. Springfield)	157	—2
Mr. Day's white Harvestland (Mr. A. N. Dallas	162	—3

Also ran: Messrs. Eastwood and Harper's grey Greyhound, Mr. Harper; Mr. Lamerton's dun Boomerang, late Everything, Mr. Moon; Mr. R. Macgregor's black The Sweep, Mr. Pinkerton; Mr. P. W. Massey's skew. Nights of Old, Mr. Bremner; Mr. J. J. Paterson's roan Granite, Mr. Patterson; Mr. Robson's roan The Dancing Bird, Mr. Brand; Mr. Toeg's dun Sir Lamerock, Mr. Crokam; Messrs. H. O. and C. J. White's gr. Play Thing, Mr. White.

Won by a neck; half a length. Time 58 1-5.

Pari-mutuel. For win, $10.90; for place, 1st $6.90, 2nd $13.10, 3rd $17.00.

Members' Sweep.—1st 356, 2nd 488, 3rd 358. Unplaced.—672, 224, 457, 648, 87, 731, 242 and 471.

5th Race.—The Hurst Park Stakes. For all China ponies that have not won more than

All Jockeys Fall Except Winner In 'Grand National'

(*Reuter's Service*)

London, March 18.—The following is the result of the Grand National Steeplechase run at Liverpool today:

Shaun Spadas 1
The Bore 2
All White 3

There were 35 starters, constituting a record field. All the riders fell except the winning jockey. The second third and fourth remounted and finished the course. Turkey Buzzard came in fourth.

Betting: 100 to 9 Shaun Spadas; 9 to 1 The Bore; 33 to 1 All White.

three flat races since July 1, 1920, to be ridden by jockies who have not won more than three flat races since July 1, 1920. Nine furlongs.

lbs.
Mr. Silex' bay Scesaplana (Mr. Wuilleumier)..157—1
Mr. MacBonar's p'bald Florila (Mr. De Zutter) .....157—2
Mr. Slogger's grey Wild Night (Mr. Sweeting)158—3

Also ran: Djemnah (Mr. Dalgarno), Golden Orb (Mr. Pinkerton), Tryile II (Mr. R. W. Wingrove), Wellington (Mr. Springfield), and Sweet Lavender (Mr. Hitch).

Won by one and a half lengths, one-half length.

Time—2:24 3-5.

Pari-mutuel. For win, $8.30; place, 1st $6.20, 2nd $15.20, 3rd $14.40.

Cash Sweeps—1st 506, 2nd 600, 3rd 246. Unplaced.—849, 221, 164, 850 and 658.

6th Race.—The Kempton Park Cup. For China ponies that been through at least two paper hunts in the season 1920-21, that have started in a flat race prior to this meeting and that have not won more than three flat races since July 1, 1920. One mile and a quarter.

lbs.
Mr. Robson's grey Wise Bird (Mr. Brand) ...158—1
Mr. Renniks' grey Rouble (Mr. Sleap) .....157—2
Captain Bahnson's cream Guldborg (Mr. Crokam) .....158—3

Also ran: The Farmer (Mr. Pinkerton), Plain John (Mr. Dalgliesh), The Hawfinch (Mr. Hill) and Sidelight (Mr. Harper).

Won by a neck, one-half length.

Time—2:39 1-5.

Pari-mutuel. For win, $37.70; place, 1st $10.10, 2nd $7.40, 3rd $6.50.

Cash Sweeps.—1st 701, 2nd 639, 3rd 706. Unplaced.—790, 336, 188 and 813.

7th Race.—Lingfield Park Cup. For China ponies that started in flat races as grifins after July 1, 1920. One mile and a quarter.

lbs.
Mr. Robson's chest. Joy Bird (Mr. J. K. Brand) .....155—1
Mr. W. Lent's grey Mountebank (Mr. Dalgliesh)150—2
Mr. Risk's grey Liability (Mr. Crokam) .....145—3

Also ran: Rio Negro (Mr. Springfield), Thunderbolt (Mr. Eastwood), Ajax (Mr. De Zutter), Little Tich (Mr. White), Baycroft (Mr. Bremner), Kewiki (Mr. Pinkerton) and Hayley (Mr. Paterson).

Won by three lengths, one and a half lengths.

Time—2:41 2-5.

Pari-mutuel. For win, $15.40; place, 1st $8, 2nd $16.20, 3rd $11.90.

Cash Sweeps.—1st 371, 2nd 817, 3rd 510. Unplaced.—541, 775, 593, 357, 682, 712, 256 and 837.

8th Race.—The Sandown Park Stakes. For all China ponies. One mile.

lbs.
Messrs. Winsome and Hasty's chest The Oriole (Mr. Hill) ...155—1
Mr. Nugget's bay Pilgrim (Mr. Brand) .....155—2
Mr. Liddell's black Darkey (Mr. Bremner) .....150—3

Also ran: Golden Tassel (Mr Crokam), and The Seal (Mr. White).

Won by two lengths, one and a half lengths.

Time—2:10 3-5.

Pari-mutuel. For win, $7.40; place, 1st $5.80, 2nd $6.40.

Cash Sweeps.—1st 306, 2nd 561, 3rd 343. Unplaced.—691 and 519.

9th Race.—The Alexandra Park Selling Race. For all China ponies. Seven furlongs.

lbs.
Mr. Renniks' chest Quebec (Mr. Bauld) .....137—1
Mr. N. L. Sparke's grey Silver Ring (Mr. Springfield) .....153—2
Mr. G. G. Harper's chest. Lightning Raider (Mr. Harper) .....150—3

Also ran: Dunluce (Mr. Bremner), Sunny Jim (Mr. Hitch), Solaro (Mr. Pinkerton), Golden Orb (Mr. De Zutter), Father John (Mr. Brand), Michigan (Mr. Crokam), Cuckfield (Mr. Hill), Kallan (Mr.. Sweeting), White Gull (Mr. A. N. Dallas) and Hopeful Thing (Mr. White).

Won by one-half length, one-half length.

Time—1:49 4-5.

Pari-mutuel. For win, $322.20; place, 1st $92.30, 2nd $21.20, 3rd $10.70.

Cash Sweeps.—1st 875, 2nd 838, 3rd 736. Unplaced.—432, 744, 106, 558, 876, 113, 9, 726, 854, 631 and 56.

Wilson Retains Title Beating O'Dowd In Fifteen Round Bout

(Reuter's Service)

New York, March 18.—Johnny Wilson, the world's middleweight boxing champion, was given the verdict on points in a fifteen-round contest with Mike O'Dowd at Madison Square Gardens last night.

OUTDOOR SPORTS By Tad

ITS WONDERFUL THE IMPROVEMENTS THEY MAKE IN AUTOS SI- HES PUTTIN ON A QUICK DETACHABLE TIRE- IN A HOUR MORE HE'LL BE READY TA GO
YES-SUH- I SEEN A PARTY HERE YESTIDDY WID A ONE MAN TOP- SAY ME AN' 3 BOYS FROM THE STORE HELPED AND IN HALF A HOUR SHE WAS ALL SET
AUTOMOBILING IS A CINCH NOW- THEY HAVE ONE MAN TOPS SELF STARTERS AND QUICK DETACHABLE RIMS
AND WE HAVE CHAINLESS SLAVERY ALSO- YEP- WE GOT PAINLESS DENTISTS AN' KICKLESS BEER- IT'S A GREAT AGE
ATS LIKE HENS SELF STARTER ONE GUY HAS TO PUSH THE CAR ONE HANDLES THE BRAKE AND THE OTHER FEEDS IT GAS
HOT DOG!
OUTDOOR SPORTS
WATCHING AN AUTOIST AS HE SPENDS THE BEST PART OF AN AFTERNOON GETTING HIS CHARIOT READY AFTER A PUNCTURE.

At the Theaters

When films with an Oriental bent to the plot are shown at home, the Chinese are usually tastefully garbed in Japanese clothes, the walls of the stone temple quiver suggestively when anyone walks up the stairs, and the automobile which rescues the heroine from the clutches of the opium smokers usually bears a California license number.

No anomalies will be found in "The Dragon's Net," a photoplay of the Orient adapted from the novel, "The Petals of Lao Tsze," to be shown Monday, Tuesday, Wednesday and Thursday. The reason is that the Universal Film Company, not satisfied with the cardboard cities, temples, and palaces of Southern California, packed up several of its leading artists and sent them to get real local color in China and the Philippines. The pictures of the Shanghai race course crowds are among the best scenes in the photoplay. The Astor House, the Bund, the Native City, and the Garden Bridge all furnish settings for the romance in which Miss Marie Walcamp is the leading figure. The story is unfolded in several episodes, the first of which are to be shown at the Isis theater beginning tomorrow night.

DENNISTON PLAYERS

Tomorrow and Tuesday nights at the Lyceum theater the Denniston Players will present "Stop Thief," a story of the complications into which a light-fingered maid plunges a light-hearted household. On Wednesday night, the company will explain what happens "Up in Mabel's Room" when an embarrassed bridegroom tries to steal back a piece of lingerie which he once indiscreetly presented to a young lady friend.

APOLLO THEATER

Tom Moore, who has many other distinctions besides that of being Mary Pickford's ex-brother-in-law, is leading man in "Toby's Bow," a film of New York life to be shown at the Apollo Theater on Monday, Tuesday and Wednesday. One of the episodes takes place at the "Pagan Rout," a fantastic ball held every year in Webster Hall by the natives of Canton, Ohio, and Logansport, Indiana, who eat as regularly as art will allow at "The Purple Cat" in Greenwich Village.

AT THE VICTORIA

Tonight at the Victoria Theater, Cecil B. Demille's production of the "Whispering Chorus" will be presented for the last time. A Max Sennett comedy with the usual background of girls completes the program.

OLYMPIC THEATER

Mary Pickford's love of tom-boy parts was duly gratified in "M'liss," the story of an unlettered mining-camp girl, furiously jealous of the village schoolteacher. The film, which is adapted from Bret Harte's short story of the same name, will be given its final presentation this afternoon at the Olympic Theater's matinee performance.

OPERATIC CONCERT

In order that the opportunity of hearing Madame M. B. Tcherkasskaya, Russian prima donna, may not be limited to those who can afford expensive seats, a concert at popular prices is to be given at the Town Hall on March twenty-eighth. The artiste appeared twice recently at the Olympic Theater, her performances measuring up to the high record which she made in the past in Paris, Milan, and Petrograd. Admission will range from $2 to 50 cents. Booking at Moutrie, the Palace Hotel, and the Town Hall.

BANYARDS DELAYED

Inability to secure shipping accommodations has delayed the Banyard Company opening originally scheduled to begin an engagement at the Olympic Theater on Monday, March 28. The Company will play its first night on Thursday, March 31.

Rules For Bumping Raees

(One of the features of the international and interport regatta to be held here in May will be a bumping race. The event is an unusual one and will attract much attention. The rules for bumping races follow).

Any number of boats can enter and the same corporate body can enter any number of boats for which it can furnish crews.

The boats start one behind the other and the object is for a boat to "bump" the boat ahead of it before the course is completed or before it is itself "bumped" by the boat behind.

At the next regatta the boats start in the order in which they left off at the previous regatta. A new boat putting on starts at the bottom. The crew which is "head of the river" has choice of boats and so on.

If more than one new boat puts on the crews draw for what boats are left, after boats already on have chosen, and the new boats draw for station below the boats already on.

The length of the course is one mile and the distance between the boats at the start is one and a half lengths (1. e. 1½ lengths of daylight).

Any boat found at the start of this race without a 3 inch solid rubber ball securely fixed on its bow will be disqualified.

At the start a rope, floated by means of a bung at the end, will be found at each boat's station. The cox should hold this bung in his hand and then paddle on his boat very gently until the rope is stretched as far as it will go when the distance between the boats will be found to be as above.

Note.—Coxes are advised to hold the bung in one hand and the rudder lines in the other and to drop the bung well clear of the boat when the gun goes as otherwise the bung is liable to foul their lines or rudder.

The start.—An official will go down the line of boats and warn each boat to get ready. A warning gun will then be fired one minute before the start. The time will then be counted out to each boat as follow:

¾ (i.e. ¾ of minute to the start) ½, ¼, 10 (i.e. 10 seconds to the start) 9,8,7,6,5,4,3,2,1, Gun.

A "bump" is effected by touching any part (including the oars) of the boat in front.

Immediately a boat is bumped the cox of that boat should acknowledge the fact by holding up his hand. The boat making the bump and the boat bumped should draw out of the race well clear of the course and neither cox should easy his boat until it is well clear.

On the second night the boats start in the new order as determined by the bumps made on the first night (any boat bumped starting below the boat that bumped it).

A boat can make two bumps on one night by rowing round the boat immediately in front, without touching it and bumping the next boat ahead.

Otherwise than as provided in these laws, boats competing in bumping races shall be subject to the laws of racing as far as they apply.

Gibbons Favors Ringside For Championship Battles

By HENRY L. FARRELL

New York, Feb. 28.—Some time ago we ridiculed the British notion that Joe Lynch came into the ring against Pete Herman seven or eight pounds overweight because he stepped on the scales eight hours before the bout.

No less a prominent personage than Mike Gibbons, the former middleweight boxing star and an authority on ring affairs, rushes to our rescue.

"Anyone connected with boxing knows that a bantamweight, a featherweight or a lightweight could not add seven pounds between two o'clock in the afternoon and ten o'clock at night and be in prime condition to fight," Mike writes.

Mike likes the idea of weights in eight hours before the fight, except in the case of championship contests, where he thinks both principals should step on the scales in the ring.

"Weight regulations in my opinion," Gibbons writes, "should be one of the vital fundamentals of the sport and should be rigidly enforced. It is quite natural for many bantamweights, featherweights, and welters to outgrow their class. The rules should not be stretched in their favor, because they are champions. Rules are not intended to protect any person at the expense of others.

"There always will be opposition to such a movement but every real boxer knows that ringside weight is the only fair and square method of deciding championships. Benny Leonard, for instance, would not think of making the lightweight limit at ringside for any contender. He should either make the weight or become a welter. He should be rated an undefeated champion and move up a notch. A champion should not be permitted to hold a title after he has outgrown his class. This is not an attack on Leonard because he is a fine fellow and a credit to the game—but he is a welterweight.

"I am in favor of the ruling allowing boxers in non-championship contests weighing in eight hours before the contest. The fact that they may take on a pound or two is of minor importance. The big thing is that the boxers have more time to relax and rest. The consequence is a better exhibition. Making weight is a fearful grind for a boxer. I've been through the mill and I know what the last two days are.

"Let a boxer step on the scales at two o'clock after a hard time training and find out he has made the weight. The greatest relief in the world. Worry goes. He can go out and sleep, eat or do anything to rest his nerves and keep his mind away from the fight.

"The old time manager who insisted upon using weight rules to handicap oppenents isn't as popular as he formerly may have been. The fate of Joe Gans hasn't been forgotten. American fans always fair, want handicaps eliminated. They wont to see both men in good condition. Terrific weight handicaps are harder on a boxer than many persons realise. They sap his vitality, injure his self-confidence and decrease his punching power.

"Ringside weighing would be a heavy burden on the champions but the crown at stake is worth a whole lot in these days of big purses and the rewards are great. Through lax laws champions have been allowed to do just as they please. That has not helped the sport."

Vardon and Ray won at Shennecossett, lost at Hollywood, won at Sunset Hill, and then lost on successive days at Century and Country Club of Rochester. The published record of the tour gave Ted and Harry an even break on the series with Hagen and Barnes, but from this list the Rochester match had been omitted, a most regrettable overlook, since the home pair clinched the rubber on that course by a score of 5 up and 4 to play, with best ball cards of 67 and 68 against the 69 and 71 of their opponents.

It was on the links of the Rochester Country Club that Hagen learned his golf, and in this match he delighted the "home folk" by making low cards of 74 and 72 against the 73 and 80 by Barnes, 77 and 74 by Vardon and 76 and 75 by Ray.

Gilman N. Perkins, treasurer of the Country Club of Rochester tells something of the early life and ambitions of Hagen and of how he almost put the youthful Walter off the course for hiding away when a woman wanted his services. Walter even then was a student of form. He wanted to carry only for men, so that he could watch their play and thereby learn something that would be of value later.

"If I had put him off," says Mr. Perkins, "he probably would not have come back, and a great golfer would have been lost."

In the Vardon-Ray tour record the Englishmen were given credit for fifty-six victories and twenty-one defeats. Add to the "lost" column the Rochester, and credit the Britons with a victory over the brothers Warren B. and Clarke Corkran at the Baltimore Country Club by 1 up, and another 1 up victory scored over Fred McLeod and Harry Hampton in Richmond, Va. Both of these matches also were omitted from the original table.

MARTIN'S
APIOL & STEEL PILLS
A French Remedy for all Irregularities. These pills will soon bring a box of Martin's Pills in the house as they are the first sign of any irregularity of the system a timely dose may be administered. Those who use them recommend them, hence their enormous sale. At all Chemists and Stores, or post free 2/- from MARTIN, Chemist, SOUTHAMPTON. 2264

Retracting and Manufacturing
Dr. John Goddard
Optician
Toric Lenses
Invisible Bifocals
Sun Glasses in Various Shades
W. T. Findley, M. D.
36 Nanking Road, Tel. 1928

Dallas Is Star Of Cathedral School Games

(Continued from Page 1)

pians (Dallas) 2nd, Trojans (Hindson) 3rd. Time 1 min. 31 sec.

10.—Three-legged race—won by Boyd and Brankston, Cain and Littelhac 2nd, R. Richards and Ian MacDougall 3rd.

11.—Half-mile bicycle race—won by Hickmott, Mayer 2nd, F. Donald 3rd. Time 1 min. 13 3-5 sec.

12.—Team drill—won by Vikings, Olympians 2nd, Crusaders and Trojans 3rd (tied).

13.—Medicine Ball—won by Crusaders, Trojans 2nd.

14.—Backward Running—won by Vikings, Crusaders 2nd, Trojans 3rd.

15.—Tug of War—won by Vikings.

16.—220 yards handicap—won by Morrison mi., Hykes 2nd, Fairbairn 3rd. Time 25 3-5.

17.—Egg and Spoon Race (girls and boys under 10)—1st heat won by Hadley, 2nd by Elias.

18.—440 yards Championship—won by Dallas, McCann 2nd, Siefert 3rd. Time 1 min. 9 1-5 sec.

19.—Boot and shoe race (under 12 years)—won by Richards, Marshal 2nd, Thomas 3rd.

20.—The Walk—won by MacDougall, Richards 2nd, McCann 3rd.

The officials were:

Sports Committee—E. P. Graham Barrow, Esq., Dallas ma,, Mayer, Hindson, McCann M.A.

Judges.—Sir Everard Fraser, K.C.M.G., Very Rev. C. J. Symons, M.A., Rev. W. Robbins, M.A., Colonel Marr Johnson, D.S.O., Major Pilcher.

Starters.—Rec. C. E. Spencer, M.A., and Sergt. Major Fairbairn.

Secretary.—C. C. Graham, Esq.

Timekeepers.—Messrs. M. Silas and W. E. Hamlin.

Stewards.—All Old Boys.

Recs And Club Are Winners; S.R.C. Score 10

(Continued from Page 1)

stone and Rossthorne were conspicuous and were largely responsible for their handsome victory.

Most of the Engineer's work was done in their back premises, and Tomlinson at back showed up exceptionally well. While Powers in goal developed a most creditable thirst by his activity between the sticks. He had a pretty difficult job and did it well.

Padkin has not been seen on the football ground for some time. If he would take it seriously and train a bit, we should see more of him in league football.

S.F.C. vs. PUBLIC SCHOOL

The Club proved too strong for the school on Saturday winning by 4-1.

The Boys had the better combination but did not seem able to press their advantage home, the Club play was more individual but went through.

The first goal came from a melee in front of the school goal, the ball being headed through. Flood got the second with a fine drive from well out.

Early in the second half Nash put in a rising shot, which hit the crossbar and L. Goldman taking the rebound beat the goalkeeper. The school goal came from a fine run and pass by Madar Johanssen putting the finishing touch.

Late in the game a penalty against the school enabled Clifford to score.

Johanssen scored for the school but the goal was disallowed for offside.

For the winners Phillips in goal and Clifford were both in good form. And Madar and Johanssen stood out prominently for the school.

GANDIL TO FACE CHARGES

(U. S. Navy Radio through Reuter)

Chicago, March 18.—The State has dropped its case against all the former "White Sox" players who were accused of "throwing" games in the 1919 world series except "Chick" Gandil. This development followed the refusal of Judge Grant to countenance a stay of more than sixty days to obtain new evidence.

HENRY
THE TAILOR
"Clothes that Fit"
All measurements taken by Experienced Hands.
EXPERIENCED MEN
Who have learned the tailoring business in Europe and America are at your service to give you the best CUT STYLE and FIT.
"ONCE YOU COME YOU'LL ALWAYS COME"
OFFICE HOURS
WEEK DAYS
11 a.m.-1 p.m. and 4-7 p.m.
CLOSED SUNDAYS
7-8 Seward Road

TEACH YOUR DOLLARS TO HAVE MORE CENTS
"THE STORE OF QUALITY"
SPECIAL REDUCTION FOR THE NEXT 10 DAYS OF FARLEY'S AMERICAN CANDIES.
SQUIRES, BINGHAM COMPANY
17A NANKING ROAD

RACING RESULTS YESTERDAY.

Quebec paid to win $322.20

(22 chances taken, and 22 persons went home happy.)

THE WISE BIRD	. .	paid, to win	$37.70
SOFT THING	. . .	„ „	20.40
THE JOY BIRD	. .	„ „	15.40
RED PEPPER	. . .	„ „	11.60
JET	. . . . .	„ „	10.90
OLD BILL	. . . .	„ „	9.20
SCESAPLANA	. . .	„ „	8.30
THE ORIOLE	. . .	„ „	7.40

AND

Cigarette Stakes

"Green Jade" *Won in a Canter.*

"They're Imported into China
Made of Leaf from Carolina
And You'll find
There's *nothing* finer!"

than

"GREEN JADE"
Cigarettes

PUT YOUR MONEY ON THEM!

Westminster Tobacco Co. Ltd. London.

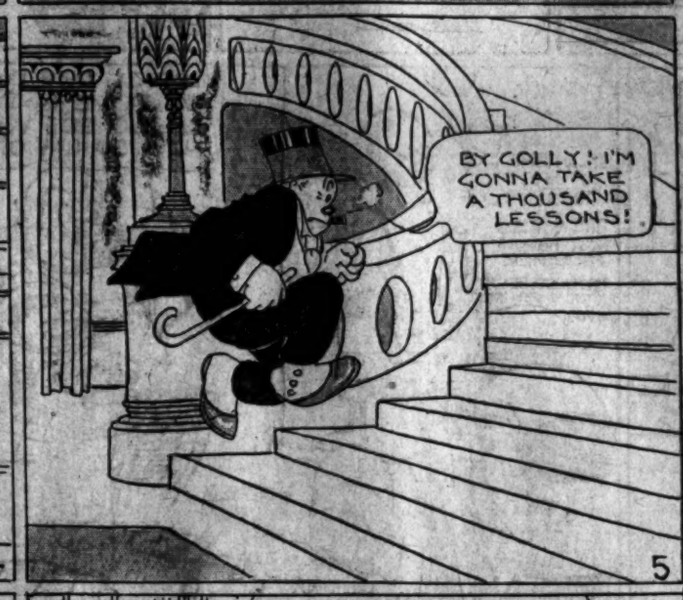
(Series 4.)

Comic Picture Section

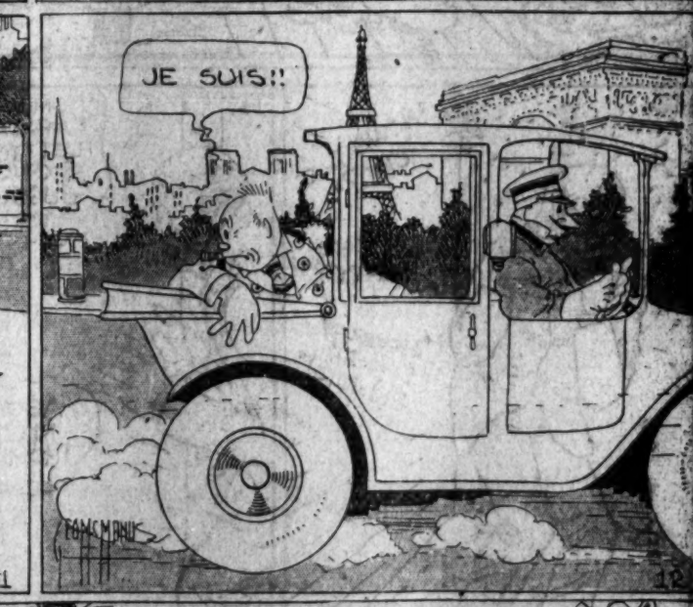
Sunday, March 20th, 1921

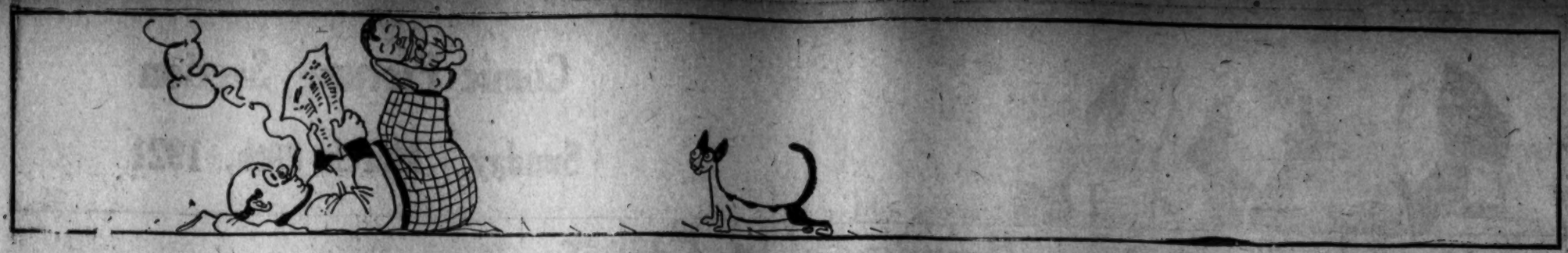
Bringing Up Father

IS THIS THE TEACHERS AGENCY? SEND A TEACHER TO MY HUSBAND AT THE HOTEL FRANCOIS - I WANT HIM TO LEARN FRENCH!
AW! MAGGIE - I DON'T WANNA LEARN FRENCH - I WANNA GO OUT
1



IS THIS THE TEACHERS AGENCY? I DIDN'T ASK FOR A SOUBRETTE - I WANT A FRENCH TEACHER FOR MY HUSBAND A MAN - SEND HIM TO THE HOTEL FRANCOIS -
8





Little Jimmy

1. "JIMMY. I'VE GOT A VERY IMPORTANT PAPER TO SIGN AND THERE'S NO INK. RUN TO MR SMITHS BOOK STORE AND TELL HIM TO GIVE YOU A BOTTLE FOR ME. HURRY BACK!" "YES. PAPA!"

2. "BOTTLE O' INK- BOTTLE O' INK- BOTTLE O' INK- BOTTLE O' INK-"

3. "BOTTLE O'—" "HEY. JIMMY. HERE'S A KID WOT'S LOSTED. DERE'S GARLIC ON HIS BREAT' SO WE'RE GOIN' T' STEER HIM OVER TOWARDS WOP-TOWN!" "WOWA" "MEBBE DERES A REWOID COME ON ALONG AN' WE ULL SPLIT UT THREE WAYS!"

4. "AH MY LEETLA BAMBINO WHAT HASSA BEEN LOST!" "I RESCUED HIM MISTER!"

5. SIGNOR MARVELESSO PREMIERE BALANCER OF ALL TIME! THE WORLDS MOST FAMOUS PERFORMER. CROWNED HEADS HAVE GIVEN THEIR APPLAUS... "LOOKA DISS POSTER DASSA ME IN DA CIRCUS. EES WINT' NOW. SO LAY OFFA!"

6. "NOW KEED FOR REWARD YOU DA BAMBINO AN' ME MAKA YOU SHOW JUSTA LIKE CIRCUS!"

7. "WHEW!" "GEE!" "GOSH!" "OBSERVE AINTA THAT GRANDA?"

AND RETRACE OUR STEPS

8. "I THINK THIS IS JUST A STALL FOR TIME. ITS BEEN TWO HOURS SINCE YOU SENT YOUR KID FOR INK I DON'T THINK YOU EVER INTENDED SIGNING THESE PAPERS TO-DAY AN' I'M GOIN' NOW TO PUT THIS BEFORE THE HIGHEST COURT IN THE LAND AND COMPEL YOU TO SIGN!"

9. "LISTEN TO REASON." "NO!"

10. "HOW'S THAT JIM?" "AIN'T HE NIFTY?" "HOORAY FER D' SIGNOR!"

11. "COME ON PAPA. AN' LET THE SIGNOR JUGGLE YOU!" "HOP ABOARD MISTER THOMPSON!"

12. "OF COURSA EFF IT WAS THATTA WAY IT SHOULDA BE DONE. SITTA DOWN"

SWINNERTON

The Dawn

By S. S. M.

(Written For THE CHINA PRESS)

ON a steamer's deck at night
I sit alone;
Yet not alone—not quite—
There is the drone,
The pulsing, rhythmic, muffled roar
Of her deep-hid throbbing heart,
That seems of mine almost a part;
This, and more—

ONLY man measures time;
Here, to mark its flight,
A clear-toned bell
Chimes half-hourly through the night—
"And all is well"—
Blending vibrant rhythm in the song sublime.
And high aloft,
As if some incarnating soul had caught the mood,
A cronning wind from out the ocean solitude
Sings low and soft—
On a high-taut wire breathing love of earth
In fervid strains of silent mirth—

KNOTTED rope-ends dangle from a tightened awning;
They beat and flap
A hollow, mellow note, as in the dawning
A temple drum is beat among the hills;
And grey-green waves, ever twisting, turning
Cares and lap
The vessel, as the earth is kissed by mountain rills.
In the waters' voice I sense a constant yearning,
Echoed by a seagull's plaintive cry,
Alone in the starry symphony of sky.—

THE universe sings to me;
There is tune in earth, in wind, in sea,
In stars—in all—
Each atom voicing the one grand song,
As onward we roll the whole night long,
And rise and fall
In ecstasy, with the undulating harmony.
As a child a mother has crooned to sleep,
I'm tended to-night by the high and deep.

AND above the note of the engine-hum,
The throbbing screw
So softly sung,—I slept; *And then the sum*
Of ALL I knew.

—A soul in tune,

An Easter Poem

I heard the rising of the moon:
Slowly mounting on her way,
She cast before a radiance of sound That flashed a message
the world around—
A vibrant prelude to a coming day.

The grey-faced waves, now radiant
With the sound of reflected silver, and obedient
To an unseen Leader, joined the starred sky
And the crooning wind—*the orchestra of the Most High.*

A CLASH of wondrous harmony, and I knew
The message:—*"Love, joy, and eternal peace*
Are for all—and life that shall never cease."
And still the wonder grew—

ALL-PENETRATING, deep and soundless, came a voice:—

"Dreamer, why sittest thou idly so?
Defieth thou the Plan?
Knoweth thou that He
Who died for thee
Wilt soon return to redeem the sins of man?
There is work of preparing, for thee, for all;
Seekest thou it. Arise and GO!"

I QUESTIONED not the order. Nor had I choice.

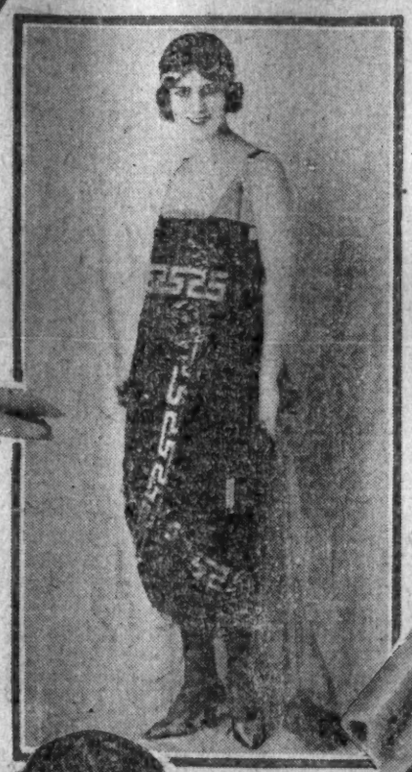
I AWAKE....huddled....numb with cold..
Often the dream had been dreamed of old;
But now of the meaning I drink anew,
As the flowers drink of the morning dew,
And their strength of soul renew.
And in the East an old-rose hue
Is stealing over a sky of grey,
While the Wings of Morn chase the Night away,
Over a gold—tinged sea.
And westward speed the Wings of Night,
Advancing before the coming Light,
To proclaim the dawn of a new day
Of promise for you, and me.

"Who-is-She?" Evening Gowns by Lady Duff Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women. Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

The Soft Simplicity of the Delicately Manipulated Draperies Is the Chief Charm of This Gown



Front View of the Distinctive Gown Shown Below

A Gown That Is "Different." The Arrangement of the Drapery at the Side and the Contrast of the Brocade With the Tulle Panel at the Back Are Novel

This Gown of Satin Veiled With Net and Trimmed by a Greek Border of Silver Has an Arresting Beauty

By Lady Duff-Gordon

"LUCILE"

THE subtlest flattery that can be paid a woman is an interested look followed by the query, "Who is she?" The query may be occasioned by her personal beauty or that of her gown, or both. It means that because of either or both she has distinction. She is what every woman wants to be, "different."

For example, study the large right-hand figure on this page. If you saw this gown in any assemblage, however large and brilliant, be it ball or opera or theatre or a banquet, you would be moved to ask, "Who is she?" It lends distinction to its wearer. It gives her the quality of being "different." This because of the arrangement of its side drapery; also the arrangement of the scant, veil-like drapery at the back. The robe is of satin brocade sufficiently heavy to be magnificent, yet pliable enough to drape handsomely and gracefully, and, so to speak, to "stay put." The long back panel, confined at the waist by a silver girdle, is of tulle. Its edges are piped with silver. The low corsage, especially low at the back, is adorned in front by an ornament of gemmed taffeta flowers. The gown is sleeveless. The headdress worn with this distinctive gown is a laurel crown of silver.

"Who is she?" would be asked about the wearer of the gown, which is pictured in front and back views on this page. The gown attains distinction not merely for its beauty, but for its arresting kind of beauty. It is composed of satin, that is veiled in net. The net is heavily sequinned. The drapery is trimmed with a Greek border of silver. The shoulder clasps are of diamonds. The back view reveals a panel of the net. The panel extends from the shoulders, and combines with the girdle, also of net, in a long train-sash. The serpentine head band of brilliants adds to the "different" quality of the costume.

The fourth figure has the distinction of extreme simplicity. The soft simplicity of the delicately manipulated draperies its its supreme charm. It shows plainly a reversion to the mode of belting in the fulness of a gown so that the curves of the figure are visible. It expresses the attempted trend away from the straight line of elegance to the old ideal of the curve as the line of beauty, in dress as in objects of nature. Personally I do not hold to that theory. The undulations of the sea are not more beautiful than the erectness of the pine.

Shanghai Shops Aglow With Easter Fashion Finery

Spring, according to the poets, is ushered in by budding violets, gladsome lambs, and hillsides covered with flowering daffodils. Though such symptoms are not generally visible in this particular metropolis, Shanghai has signs of her own that the seasons have shifted gears. When strange street fragrances that were frozen all winter come out for a little exercise, when the northern zones of Koo, the coolie, appear dressed in a popular yellow skin color, and when the butter melts sufficiently to betray the fact that it is not more than third cousin to a cow, Shanghai realises that Spring is dancing a bare-foot speciality somewhere down on the Bund.

With this realisation comes the necessity of rolling up the fur-coat in moth-balls, putting winter raiment in an amah-proof-box, and acquiring a new warrable adapted to the coming season. As it is reasonably certain that Summer will come clothed in a garment of 98 degrees marked down from 100, fringed in blisters, and tastefully trimmed with humidity, one must choose a hot weather wardrobe that will not be a first aid to sunstroke.

On the map, Shanghai is a long, long way from Picadilly, Boulevard des Capucins, or Forty-second and Fifth Avenue; but from the fashion standpoint, the importations of the larger stores are bringing it nearer year by year. The question of what they are wearing at home can be settled now by a trip through the Shanghai shops, where gowns from France, England and the United States take away the last shred of excuse for looking "tacky" in China.

A "look-see" through the spring displays reveals round necks, short sleeves, and skirts that are sad trials to those who were taught to walk too early in life. Despite predictions that calves were about to be placed on the retired list along with the gone-but-not-forgoten ears, the skirts of the new spring models displayed in Shanghai still finish a few seconds after they begin. High collars, with outstanding white tulle fashioned like the caly of a flower, are noticeable on many of the French frocks, but net vestees, lace edgings, and other neck trimmings have practically disappeared. The round necks of the silk and satin afternoon gowns are generally unrelieved by any of the frilly or fluffy auxiliaries formerly considered necessary. Daring combinations of colors which are usually not on speaking terms shriek at the bystander on many of the smartest gowns.

The whole trend of this season's fashions seem to be as far as possible away from anything that suggests utility. Walking shoes that nobody can walk in; tulle sun hats that are about as much protection from the sun as a cobweb would be from a rainstorm, and street frocks that would come out a decided second best in an argument with a sprinkling cart or a swirl of dust seem to be the mode of the moment. Evidently the world is still playing, still reacting as violently as possible from the long, stern days when any consideration except utility was regarded as a mild form of treason.

WHITEAWAY-LAIDLAW

Several model hats just arrived from England are featured in the Easter display of Whiteaway, Laidlaw and Company. One of the smartest of the collection is a double-brimmed crinoline hat of old gold, trimmed with tiny brown velvet fruits and made more fetching by long brown streamers. Another hat of interest is a close-fitting tailored creation of nigger brown silk, with a turned-up brim trimmed in narrow feathers. A new departure, which again illustrates the impracticability of the season, is the appearance of summer felts. Though one would imagine that the inventor of summer felts merited a cell in the asylum next to the man who thought up the idea of summer furs, these anomalous hats are surprisingly attractive. One of them is a wide-brimmed lemon-colored creation, trimmed by a trailing gray veil.

Small hats of bright-colored silk, with hanging ends to simulate the tying of a turban, furnish the Easter effct which each new season seems to require. At Whiteaway's one also sees silk collapsible motor hats of all colors, which may be pulled down in the popular eye-extinguisher style or worn boyishly on the back of the head, according to the whim of the wearer. Another advantage is the fact that they cost only $12.50, thereby differing from the motor hats at home that usually cost as much as the motor.

Another feature of the season are decidedly chic sports hats known as chrysanthemum straws. The surface represents the same effect as would be secured by pouring straw chaff on a dish of molasses. Pieces of straw sticking out in little wisps give a decidedly novel effect, which accounts for the fact that these hats have proved to be among the best sellers of Whiteaway's spring season.

HALL AND HOLTZ

A collection of gowns from two continents has made the spring showing of Hall and Holtz seem less than forty-five minutes from Broadway. Georgette crepe afternoon gowns of peach, apricot, cherry, orange, and other edible shades run a close race for popularity with the delicate hand-embroidered voiles that first saw the light somewhere near the Place de la Concorde. One of the most effective afternoon frocks is a henna-colored crepe with smocking at the waist line and a gillet front stitched in henna silk. A taupe ribbon sash adds the final touch. Another gown that will cause many backward glances when it first appears on the Bund has a French pleated overskirt of pale blue georgette, with a girdle, vestee and cuffs of blue and beige blocked embroidery. A fetching navy blue tricolette has overskirt and sleeves embroidered in a white silk Egyptian pattern, with white ivory buckles strung on the narrow grosgraine belt.

A noticeable feature of the new frocks at Hall and Holtz is the disappearance of the bouffant effect that emphasised hips last year. Though the extreme slimness of the Directoire mode has not yet been reached, there is enough indication in that direction to make it advisable for ladies of avoirdupois to take up dog-biscuits and interpretive dancing.

An unusually attractive assortment of georgette waists is also in evidence. The overblouse continues to hold its own, thus guaranteeing the disappearance of the Great Divide so common between waist and skirt. A cream-colored satin waist drawn in to follow the lines of the figure according to the Moyen-Age mode, and a georgette overblouse of a beckoning flame color are in the blue ribbon class of the Hall and Holtz collection.

In the millinery department are some up-to-the-minute sailor hats of varnished Persian straw in black, trimmed with pugarees of henna georgette crepe and edged in the same color. We never knew before that straw is imported from Persia, but anyway, what's in a name? Nobody expects to find Canton flannel in Canton, or Siamese twins in Siam.

WEEKS AND COMPANY

Weeks and Company display no ready-made frocks, but they make up for the deficiency by a supply of dress-goods that would draw exclamations of enthusiasm even from Sam Hop, the poker-faced tailor. Figured voiles of peach and pearl gray and saxe blue, ratine in all shades for substantial sports wear, and silk net of apricot and delicate primrose pink to make de luxe overdresses for dance frocks create spring time indoors for anyone with a wisp of imagination.

In the millinery department, there is further evidence that the practical, useful woman produced by the war has gone out of date and that a clingy, picture-book person has taken her place. For the first time in many years one sees leghorn hats with floppy brims, flowered wreaths, and trailing ribbons, such as the ingenue wears in the first act before her life is ruined by the villain. There are also gauzy creations of tulle and silver tissue for tea dansant wear and some novel sports hats of cherry-colored suede. Weeks and Company is also featuring a display of Easter hats for children—lacy and feathery bits of headgear that will produce as much joy next Sunday morning as the mottled eggs left by the Easter rabbit.

In the same department one sees dress garnitures of velvet and silver leaves, hair-bands of curious woven silks and spangled satins, and a gorgeous fan made of one flame-colored ostrich plume such as Cleopatra might have waved when she made a unique reputation among the politicians of Rome as the first lady lobbyist. Weeks and Company will have a still larger display of hats and accessories on sale next Tuesday, when another consignment of goods is expected from abroad.

LANE CRAWFORD CO., LTD

Silk sweaters and tricolette overblouses of rich colors printed in Oriental patterns are among the spring featues exhibited at Lane and Crawford's. The millinery department is showing georgette hats in pink, white and blue to accompany the sheerest of summer frocks, coarse straw sailors for sports outfits, and unique straws in dark colors for street wear with folds of georgette covering the upturned brims. A new consignment of spring millinery is expected early in the week and will be put on display in time for Easter shoppers.

AT THE WALK-OVER

The new skirts mean that feet are no longer like "little mice peeping in and out;" if they are not carefully shod their conspicuous position will make them suggestive of twin valises. Shoes, like hats and gowns, lean toward the decorative and impractical. Cross-trapped pumps that formerly belonged only in the ballroom have been introduced for street wear, patent leather, which no shoe company undertakes to guarantee, is again popular, and shapes which the diagrams in the hygiene books reveal as the cause of crooked toes promise to flourish mightily during the spring season.

The Walk-over Shoe Company reports that an attempt to introduce American women to the stubby-toed French models did not meet with success and that the pointed shoe is again in vogue. Shirt vamps have not been popular, this statement referring to the shoe business and not to the films. The favorite model of the spring is a narrow, high-heeled pump with a short projecting tab of leather. Russet brown is a popular shade and combinations of back patent leather with light colored uppers feature many of the season's boots. Gray is especially popular, though fawn and white are likewise common. The Walk-over Company is also displaying gold, silver and bronze evening slippers with stockings to match, and buckles of rhinestone and cut steel that range in price from $15 to $50.

CHUNG HWA COMPANY

The Chung Hwa Shoe Company has produced a white sports shoe which is sufficiently decorative to take its place with the other charming impracticalities of the season, but which is nevertheless sturdy enough to stand strenuous wear.

LAOU KAI FOOK

With several hundred stunning foreign models for guides and silk stores such as Laou Kai Fook's offering material with which to develop one's own ideas, there is no reason why the feminine population of Shanghai should not resemble a Fifth Avenue fashion parade when Spring takes off her hat, powlers her nose, and settles down to stay.

What's Your Business? Here's Your Clothes

Chicago, Feb. 9.—"Oh, where and oh where has the dear dude gone?" Such is the question that the International Association of Clothing Designers asks.

Where is the snappy dresser of yesterday, the Beau Brummel who set the town gasping by the originality he displayed in his clothes?

He has passed on, evidently, and now there is not even a differentiation in the types of clothes that different kinds of men wear. Doctors, lawyers, merchants, actors all are wearing the same kind of clothing.

"This tendency toward a standardisation of dress is ruining us," exclaimed Samuel Dryer, of Alschuler, Dryer and Co. "While automobile engine manufacturers are meeting to establish an ideal—a standard—and other manufacturers are striving to bring about a model for their products, we are trying to break up standardisation.

"We cannot sell clothes unless men become as they were before the war—individuals in dress as well as in other characteristics. As it is now, the business suit is working overtime. Everybody is in uniform, as it were."

The clothing designers have their ideas as to how men in various walks of life should dress. Here are what they prescribe for some:

The Business Man—Snappy salt and pepper suits with conservative cut.

The Laborer—Loose sleeves and easy fitting coats and wide trousers.

The Actor—Demands extremes lapels and fancy sleeve effects and turned-up cuffs.

The Doctor—Dark, sombre, easy fitting models with a paucity of frills.

The Lawyer—A model something on the same order as the doctors, but a bit more snappy.

These are some of the things the designers recommend, but there seems to be no inclination to adopt the idea. To add to their woes, the designers say that not even the college boys demand something "different."

"Men are not like women," said one of the unhappy designers. "Although it is true today that the shopgirl is dressing the same as the society dame, the styles change every season and the designers get out something new. But men won't stand for radical changes every year. Men are not educated."

What say, men?

TODAY'S TOILET HINTS

THE LATEST AND SMARTEST BEAUTY RECIPES COLLECTED FROM VARIOUS EXPERT BEAUTY WRITERS.

A "BLACKHEAD" SECRET.

An instaneous remedy for blackheads, oily skin, and enlarged pores.

Blackheads, oily skins, and enlarged pores usually go together, but can be instantly corrected by a unique new process. A tablet of stymol, obtained from the chemist, is dropped in a tumbler of hot water, which will then of course "fizz" briskly. When the effervescence has subsided the face is bathed with the stymol-charged water and then dried with a towel. The offending blackheads, of their own accord, come right off on the towel, the large oily pores immediately contract and efface themselves naturally. There is no squeezing, forcing, or any drastic action. The skin is left uninjured, smooth, soft, and cool. A few such treatments should be taken at intervals of three or four days thereafter in order to ensure the permanence of the pleasing result so quickly obtained.

GREY HAIR—HOME REMEDY

An old-fashioned home-made recipe restores youthful appearance.

There are plenty of reasons why grey hair is not desirable, and plenty of reasons why hair dyes should not be used. But, on the other hand, there is no reason why you should have grey hair if you do not want it. To turn the hair back to a natural colour is really a very simple matter. One has only to get from the chemist two ounces of concentrate of tammalite and mix it with three ounces of bay rum. Apply to the hair with a small sponge for a few nights and the greyness will gradually disappear. This liquid is not sticky or greasy and does not injure the hair in any way. It has been used for generations with most satisfactory results by those who have known the formula.

TO KILL ROOTS OF SUPERFLUOUS HAIR.

"Home Science."

Women annoyed with disfiguring growths of superfluous hair wish to know not merely how to temporarily remove the hair, but how to kill the hair roots permanently. For this purpose pure powdered pheminol may be applied directly to the objectionable hair growth. The recommended treatment is designed not only to instantly remove the hair, but also to actually kill the roots so that the growth will not return. About an ounce of pheminol, obtainable from the chemist, should be sufficient.

THE REAL CAUSE OF MOST BAD COMPLEXIONS.

"Health and Beauty."

It is an accepted fact that no truly beautiful complexion ever came out of jars and bottles, and the longer one uses cosmetics the worse the complexion becomes. Skin, to be healthy, must breathe. It also must expel, through the pores, its share of the body's effete material. Creams and powders clog the pores, interfering both with elimination and breathing. If more women understood this there would be fewer self-ruined complexions. If they would use ordinary mercolised wax instead of cosmetics they would have natural healthy complexions.

ABOUT HAIR TONICS.

"Novel Recipes."

Each week almost one hears of some wonderful discovery for improving the hair, and although this paragraph may seem a little superfluous, an old-fashioned recipe may come as a welcome change. One thing about it is that it will grow hair, and also prevent it falling out. From your chemist get an original package of boranium, to this add ¼-pint of bay rum, allow it to stand 30 minutes, then add sufficient water to make half-a-pint. Rub briskly into the scalp with the finger-tips, and you will immediately experience that clean tingling sensation which is a sure sign of healthy action.

Au Chic Parisien
(opposite the Race Course)
Easter 1921

To meet the requirements of my customers at this, the smartest season of the year, I am now displaying a specially select assemblage of rare values, planned to give the same high quality for which my shop is now so noted, at prices that are adjusted to the needs of the moment.

Unusually smart styles, top-notch fabrics, and workmanship of he best, but priced to give purchasers the utmost for their money.

Each item is developed in a popular material and every garment is styled for the discriminating. The value is unparalleled and your inspection is cordially invited.

My Easter hats are up-to-the-moment and are selected for me by smart women, for smart women, only. A call will certainly interest you, and if you purchase you will have the satisfaction of knowing that you do so under conditions and at prices that amply prove the mutuality of our interests.

Ethel Cameron
44, Bubbling Well Road

China Lace Guild
96 Szechuen Road
Filet, Irish, Venetian Point Lace and Embroidery manufacture and export

THE CATHAY LACE CO.
19 Nanking Road, Shanghai
The Leading Lace Merchants in the Orient
in
HAND MADE LACE
in
Filet, Crochet, Cluny, Venetian, and Various Fine Needle-Work
Best Quality at Moderate Prices
WHOLESALE AND RETAIL

EASTER
WEEKS & Co., Ltd
NEW MILLINERY
JUST ARRIVED
Suitable for
Easter Wear
INSPECTION INVITED
SHOWING
TUESDAY, 22nd INST.
WEEKS & Co., Ltd
Tel. C. 233
SHANGHAI AND HANKOW

FASHIONS

A series of fashion shows held the center of the stage in New York during February. The buyers of the country, who were assembled in the city to buy their stocks for Spring, have been treated, in true foreign manner, to glimpses of all sorts of new and charming fashions in the way of hats and suits and frocks and coats and negligees. Through the lavishly conducted style exhibitions at two of New York's largest hotels, they have had the rare opportunity of seeing a large collection of gowns and hats, each one of which is indicative of an actual style trend for the season that is advancing upon us.

The whole point is—does New York play a decided part in the production of fashion standards or does she not? Well, no one could be witness to the brilliant gathering of interested spectators gathered at the showing of the National Garment Retailers' Association and doubt the answer. At the Commodore Hotel Thursday night there was that marked air of interest, enthusiasm and eagerness which certainly prove that those who had gathered there to see the model gowns shown by the various designers were prepared to take the decree as law and to mold their actions thereby.

One of the leading exhibitors in this show had very interesting things to say when asked about the competition between Paris and America in regard to the leadership of style. "Paris will always be a great fashion center," he said. "The women there know how to dress and the designers know well the art of dressing them. But, since the war, American women are demanding a certain style all their own and we are supplying them with it. We can never eliminate Paris as a fashion authority, but in New York we are holding our position alongside of her."

His words were proved by the gorgeous showing of gowns that was brought forth at the show. Down the long promenade walked dozens of the best-looking girls in the world showing just as many costumes, to which the same description can be applied. Never was there a smarter collection, never a more representative showing of fashionable feminine attire.

The general trend of these new, fresh fashions cannot be classed under any one heading. There were all sorts of styles and all sorts of manners. And, while the Directoire was prevalent so was the one-piece frock and so were many other things. According to this exhibit, there will be great latitude allowed during the coming season, just as there has been during the seasons that have passed away for the past five or more years. The women will continue to have their day of liberty and each individual may dress as she chooses, for there is a style for every one and every one can be suited with something really smart, no matter what her figure nor the demands of her personality may be.

As for the skirts—they are short, and some of them are circular, and full, while others are still plain and quite narrow.

As for the sleeves—they are short—that is, reaching to the elbow.

As for the suit coats, they are little, box, straight-line affairs, with all the quaintness in the world. There are short capes, too, both for every day, for sport and for evening wear.

As for the trimmings—when they are not embroidery they are the simplest sorts of bandings and stitchings.

As for the bodices—they are slightly fitted, basque varieties that are sometimes of the normal waistline ending and sometimes of the elongated waistline.

As for the hats—they are drooping, always drooping. If they are large, they droop. If they are medium-sized, they droop, too. And if they are small, then they are "in the swim" by drooping their trimming off the side and letting it hang down to the shoulder line or even below that.

As for color, gray held all the honors of the day. It was used for suits, for dresses, for hats and even for sports clothes. Gray is still with us, indeed, and promises to be one of the very best colors in all materials for Spring wear.

A symphony in gray was made of the softest, finest quality of wool velour. There was a one-piece dress that kept the straightest line from shoulder to hem than ever could be imagined, and there was a loose, narrow belt of the same tone held round the normal waistline. Worn with this was a little box coat of the same material, and it was given weight and form by the application of a series of inch-wide bands of the same material running from the lower edge of the coat until they touched a point under the arms. The coat, instead of being buttoned together, was buttoned on to the dress underneath at a point where the broad collar ended. The sleeves of this little jacket were short, and from under their loose cuffs showed puffs of blue chiffon embroidered in a big design of gray wool. Evidently these little sleeve endings were a part of the frock, for there was a repetition of the same trimming at a point under the chin. The coat was then lined with the same color of blue, which showed charmingly as the model moved along the promenade.

Another gray suit had a quite long and semi-fitted coat that was slit at the sides and lined with blue—a lightish, Spring shade of blue. This suit had the regulation straight and narrow skirt without any trimming, and looked like an extra good type of Spring suit for the conservative and smart dresser to be proud in wearing.

Still another gray suit of twill was made with a fitted coat that had godets over the hips to give it flare. It was stitched in black, the stitching being arranged to make quite a geometrical pattern. The effect given from a distance was that of a printed material which one discovered to be stitching as one came closer to the creation.

Taffeta is always one of the interesting materials for Spring, because from it so many of the really fascinating, not to mention practical, Summer frocks are made. There was one of dark blue taffeta at this show which seemed particularly attractive. Its entire skirt was a series of ruffles about five inches in width, and they were simply finished with narrow hems. There was a long-waisted and slightly fitted bodice that buttoned in a straight line down the back. Then there was an eton collar of soft, crepey, sand-colored silk, and a chic little blue ribbon tied under the chin. There were long, fitted sleeves and flaring, turned back cuffs of the blue silk that were lined with the sand-colored crepe. This was worn with a dark blue, large and flaring hat, and the whole effect was about as picturesque a demonstration of simplicity as could well be imagined.

A black taffeta frock had a skirt consisting of three large ruffles and of those alone. Each of these was finished with a puffing of unhemmed taffeta. The very short sleeves were treated in the same manner and the slightly draped bodice was finished with a narrow piece of black ribbon woven with a bright pink facing. There was a little lacey vest of cream color in the front of the bodice and a simple collar that rolled away from it.

A distinctively novel evening cape was made from brocaded ribbon that had a silver background and a really artistic pattern in colors of vermilion and green and blue and yellow. The ribbon was about five inches in width and it was put together by hand stitches that formed a sort of insertion about an inch in width. There were ten or more lengths of the ribbon, then running from shoulder to hem and the finish at the bottom consisted of a wide fringe made by fraying out the ribbon. The collar was simply a large ruffle made by turning under the ribbon and gathering it into a space fitted to reach 'round the neck. The dress, worn with this wrap, had a bodice made of the same ribbon and a skirt of faintly mauve colored tulle posed over rose-colored silk. Then there upon a few bows of the same ribbon scattered on the skirt for trimming, much as bunches of flowers would be on a frock that was more usually done.

Another evening frock was made of rose and silver cloth. It had little hoops at the side to make the skirt flare out there and it was trimmed with silver lace that made an underskirt, a flaring little ruffle around the waist, tiny sleeves and a medallion combined with a few little rosebuds placed at the waistline in front.

Still another gown for evening wear was made of cloth of silver with the skirt draped toward the front and pulling off an even hem line directly in front. This gown had a bodice made entirely of rhinestones and there were brilliants of the same variety making straps for the shoulders and a long girdle with ends dangling over the skirt's drapery directly in front. It was a very Princess sort of frock, but one calculated to fascinate the imagination of any woman, whether or not she were fitted by nature to carry it off.

There was an entire evening frock beaded in shades of red that gave it a raspberry tone. It had a long, straight train falling loosely from the shoulders.

It would take quantities of space to tell of all the beautiful creations. Some will have to be left over until another week, for there were sports things and riding things and daytime things and Directoire modes each of which really deserves a paragraph of description all to itself. The progressing season, of course, will bring out repetitions of all the models that were shown, but it is always exciting to see and hear about the first faint signs of clothes that are new.

The exhibit of the Retail Millinery Association brought to light many surprises in Spring hats both from Paris and from New York. The droop is the thing—surely for there was hardly a hat that did not show this tendency in one way or another. Some of the hats—may—and indeed they do—turn away from the face, but they droop just the same in another spot, for they are sure to disclose some bit of trimming falling down and away from the mother shape.

The large hats which are always important for Spring show very little trimming, but that which does appear is put on so that it rests upon the brim and aids it in flopping into a smart attitude. There are bunches of grapes and arrangements of flowers and long, straggling feathers of various sorts dotted on the brims of large straw and silk hats. One of these large hats in straw had its brim faced with taffeta and trimming of bunches of roses on either side, with long trailing leaves that hung off the sides for graduated spaces of six to ten inches. Another one had an edging of lace that swooped away into a scarf that hung down one side and gracefully swung away to the back. Another one was trimmed simply with a mass of grapes arranged directly in front and laying away on the sides of the brim which bent under their weight.

Many of the smaller hats have masses of flowers or fruit to form their entire brims or portions of their brims. Some of them, too, have feathers used in the same way. Still others are showing fluted ribbons made into brims.

A pressed hat made of shiny black straw was designed for wear with any Directoire suit. The rosette was of blue ribbon woven with a white edge and the cabochon in the center of the rosette was made of rhinestones. The ribbon trimming is repeated here on the trimming of the suit and the ornament is used again for a watch fob falling out of the pocket of the white pique vest.

J. D. ROCKEFELLER GETS $33,000,000 ANNUAL INCOME

In 1918 His Was The Only Taxable Income Exceeding $5,000,000

FORTUNE NEAR A BILLION

With His Benefactions Of $500,000,000, Total Is About $1,500,000,000

Washington, Feb. 9.—"Who is the richest person in the United States and what is his fortune?"

The answer to the first of this question is, of course, John D. Rockefeller; the answer to the second part, deducible from income tax statistics just published by the Internal Revenue Bureau is that the fortune on the income of which he was taxed in 1918 was about $650,000,000; or, reckoning in the capital, the tax on the income of which is exempt, his total wealth in that year was probably between $800,000,000 and $1,000,000,000, and at the present time is perhaps not much short of the latter figure. As his known benefactions amount to about $500,000,000, John D. Rockefeller has in the space of one lifetime accumulated about $1,500,000,000.

The richest woman is undoubtedly Mrs. E. H. Harriman, she being widowed and the inheritor of nearly all her husband's fortune.

The statistics of the Internal Revenue Bureau show that one woman, listed as "single," paid taxes for the year 1918 on an income of from $4,000,000 to $5,000,000. The residence of this woman is given in other tables as New York State.

As for Mr. Rockefeller, the statistics show roughly that he paid income tax for the year 1918 on a net taxable income somewhere between $20,000,000 and $325,000,000, probably about $22,000,000 after general deductions from his returned income of nearly $33,000,000. This, of course, did not include the exemptions on his charitable bequests which undoubtedly amounted to the 15 percent of his total income exempted by law, nor did include the income from tax exempt Liberty bonds and other tax exempt bonds such as State and municipal bonds which were excluded by law from Federal tax.

Mr. Rockefeller was a large holder of municipal and State bonds when the law was passed exempting them and as he bought these when interest was low, they capitalised high.

At one time he is said to have bought $35,000,000 of New York City bonds in a single deal.

By some it is estimated that Mr. Rockefeller's gross income in 1918 was somewhere between $40,000,000 and $50,000,000, probably more nearly approaching the larger figure than the smaller one. The same exports figure that this income represents a capital of at least $800,000,000 and probably $1,000,000,000 or more. It is believed that his fortune has increased since that time until it now probably equals the latter figure.

There was but one man listed as "single" who reported a personal income of more than $4,000,000. There were but three such incomes, one reported jointly by husband and wife, one by a "single" man not listed as the "head of a family" and one by a "single woman."

John D. Rockefeller is a widower and therefore would be listed as "single." While the Internal Revenue Department refuses to give any information as to the identity of the persons paying the taxes on these great incomes, it is obvious that Mr. Rockefeller is the only "single" man in the United States who would pay taxes on an income of more than $4,000,000.

In reports by the Internal Revenue Bureau on statistics of incomes of $4,000,000 and over are grouped to conceal the net incomes and identity of the taxpayers.

The report for 1918 incomes lists two from $4,000,000 to $5,000,000 and one of $5,000,000 or more. These three incomes, before deductions were made, aggregated $42,371,821. The two incomes listed at between $4,000,000 and $5,000,000 could not have presented a total of more than $10,000,000. The single income over $5,000,000, therefore, must have been at least $32,371,821 and probably $33,000,000.

General deductions from the total of $42,371,821 were $11,815,297, leaving net income for the three persons possessing incomes of more than $4,000,000 of $30,456,524. Again, if 10,000,000 were used as representing the total of the two incomes reported of between $4,000,000 and $5,000,000—although it is obvious that the total of these two net incomes was something less than that amount—the net income of the person who paid taxes on an income of more than $5,000,000 would be $20,456,524.

This sum represents the minimum on which some one paid taxes. It is probable that the actual net income on which one individual paid taxes was at least $2,000,000 in excess of that amount.

The average rate of tax which the three persons who made returns of more than $4,000,000 paid on incomes were 64.57 percent. At that rate the tax paid on a net income of $20,456,524 would be approximately $13,185,000.

The net income of more than $20,000,000 on which Mr. Rockefeller paid taxes for 1918 does not include income from such investments as tax-free Liberty bonds or other bonds which may be exempt from Federal taxes. Mr. Rockefeller's holdings in such bonds are not made known.

There has been considerable speculation as to the "single" woman who paid taxes on an income in excess of $4,000,000. She is undoubtedly Mrs. E. H. Harriman, widow of the railway magnate.

The statistics show that the three income returns over $4,000,000 were made from New York State. There were three incomes of from $3,000,000 to $4,000,000 reported from taxpayers of New York State.

Out of sixteen incomes of from $1,500,000 to $2,000,000 reported from the United States, five were reported by "single" woman. Twelve of these sixteen incomes were reported from New York State.

Deductions made from the income statistics just published are therefore that Mr. Rockefeller paid taxes on the greatest income in 1918; that Mrs. Harriman was second in lien, paying taxes on an income of from $4,000,000 to $5,000,000, and that Mr. and Mrs. Henry Clay Frick paid on the third largest income, which also was between $4,000,000 and $5,000,000.

There were but three incomes reported in 1918 of more than $4,000,000 and all of those paying taxes on such incomes were residents of New York State. One of these incomes was reported by a "single" man, one by a "single" woman, and one was a joint report made by husband and wife.

Walk-Over

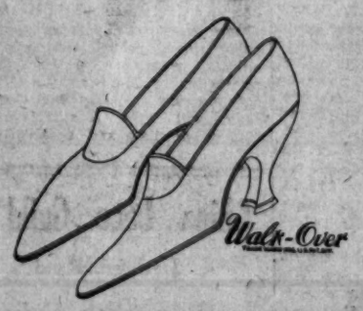
TRADE MARK REG. U.S. PAT. OFF.

Shoes for Easter

INDIVIDUALITY is the keynote of the newest "Walk-Over" footwear for Spring—graceful lines, perfection in fitting, durability and priced correctly.

In brief, the name "Walk-Over" on a shoe means a high standard of value.

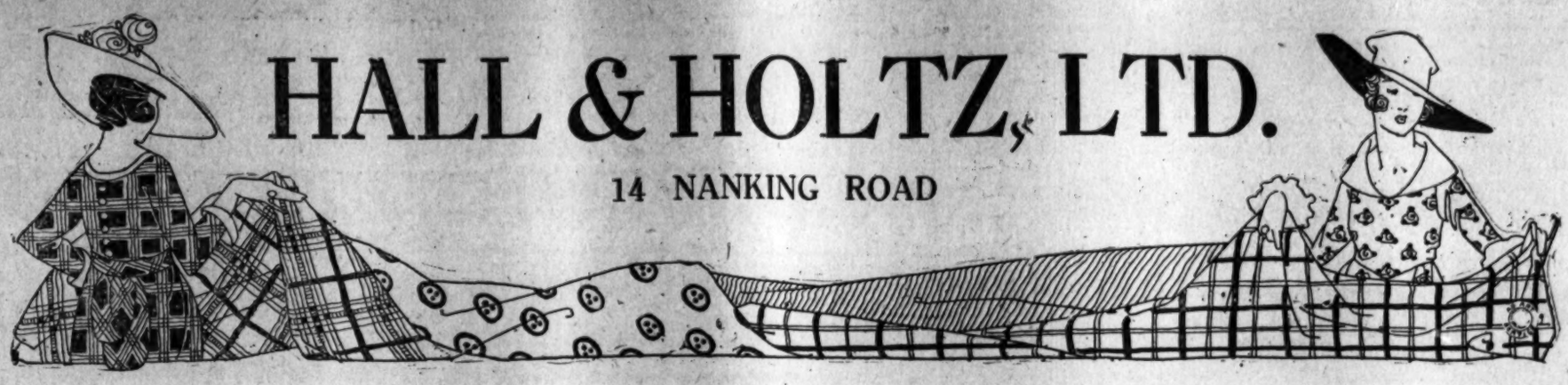
We also carry a full line of silk hosiery for men and women.



WALK-OVER SHOE STORE

24 NANKING ROAD

We will give your mail orders our prompt attention



HALL & HOLTZ, LTD.

14 NANKING ROAD

MILLINERY AND DRAPERY DEPARTMENTS

We are now showing Exclusive designs in Printed Voiles A large variety of Swiss Muslins, Colored Organdies, Persian Lawns, Etc., Etc.

NEW MODEL HATS from
LONDON, PARIS and NEW YORK
Including the NEW

BANDED SAILOR HAT

Very Smart for Street Wear.

Large Assortment of Genera Haberdashery
LINGERIE RIBBONS
PLAIN AND FANCY HANDKERCHIEFS
WASHABLE GLOVES
SILK AND COTTON HOSIERY
HAND-BAGS
VEILS
COLLARS, ETC., ETC.

SPECIAL ATTENTION GIVEN TO MAIL ORDERS

HALL & HOLTZ, LTD. SHANGHAI,

14 NANKING ROAD — TEAROOM, FITTING ROOM, RETIRING ROOM

SPRING

is coming—is almost here!

SILKS—

Now is the time to replenish your wardrobe for Spring Wear. We have a well refined assortment of SILKS and EMBROIDERIES. Our Silk Goods are now sold in America, England, France, India, Norway, Sweden, Denmark, Japan, and the principal European Cities.

YOU MAY ORDER BY MAIL

Samples and prices sent upon request
Correspondence in English is solicited

A VISIT OF INSPECTION IS INVITED

23, KIUKIANG ROAD
SHANGHAI

EMBROIDERIES
DRAPERIES

LAOU KAI FOOK SILK CO.

Code used: A.B.C. 5th Ed.

Cable Address:
LAOU KAI FOOK, SHANGHAI

WHITEAWAY LAIDLAW

OUR SPECIAL EAS

OPENS TO-

26 DEPARTMENTS WILL OFFER YOU THE

-for EASTER

A Very Charming Hat
Similar to Sketch in Fine Tagel Straw trimmed chiffon band. Colours Saxe, Rose, Navy and Brown.
Price **$15.00**

White voile Robe
Embroidered front
Square Neck with
plain tucked Shirt.
Price 18.50

Pretty Blouse in While Voile Cross over Front Trimmed Val Lace.
Price 6.50

All wool jumper suitable for sports in a large range of colours.
Price **$19.50**

A Dainty White Voile Blouse With Front Sailor Collar
Price **$5.75**

Child's Dainty Summer
Frock of Silk Crepe. in pretty shade of Cherry Size 26 in.
Price **$13.50**

LADIES' PANAMA
A very becoming Hat suitable for Sportswear trimmed ribbon band
Price **$15.00**

Smart Voile Frok Trimmed Fine Val Lace.
Tucked bodice, round neck short Sleeves
Price **$14.50**

Crepe de Chine
Robe in Sky Rose Mauve Pink with prettily Embroidered Collar short sleeves Plain skirt with wide folds.
Price **$19.50**

Charming and effective Robe
in White Voile trimmed with wide Val. insertion, front of bodice finely tucked long Sleeves, cuffs of small pin tucks and Waist band to match.
Price **$39.50**

Summer Frock Similar Style to above Sketch composed of Embroidered Flouncing in Finest quality White Voil.
Price **$28.50**

WHITE VOILE
Blouse Embroidered Panel Front Collar edged fine Val Lace.
Price **$15.50**

A Delightful Summer
Voile Frock in Lemon Floral Design similar to sketch with an accordian pleated Frill at Neck and sleeves.
Price **$31.50**

Well Cut Nigger Brown Costume with fine green check. Splendid quality
Price **$100.00**

LADIES' SILK HAT
A dainty little Hat made for motoring or Sports wear in Green, Saxe, Blue and Rose.
Price **$11.50**

Charming Blouse
made of all over Voile Embroidery Collar edged Val Lace.
Price **$14.50**

A Delightfully Dainty White Voile Blouse
Square neck trimmed fine Val Lace.
Price **$7.50**

Smart White
Voile Robe trimmed with Embroidered straps exact to sketch.
Price **$18.50**

Summer Blouse in white voile embroidered panel front with Plain Sailor Collar.
Price 18.50

Afternoon Frock in Heavy Cotton Crepe
Striped Design in Mauve with Grey side Panels and Cuffs and Band to to Match.
Price **$42.50**

Charming Robe of White Net. Trimmed with Electric Blue Ribbon Velvet
Price $65.50

Striped Zephyr Washing Frock in Pink Sky Grey. 24 in.
Price **$6.25**
Other sizes in Stock.

Useful Summer Frock in Fine White Voile with Sky pin stripe adaptable for square or V neck. Collar Cuffs and belt of plain White Voile.
Price 10.50

WHITEAWAY LAIDLAW & CO., LTD., *WAYLOO CORNER*

AND COMPANY, LIMITED, SHANGHAI

TER DISPLAY OF NOVELTIES

MORROW MARCH 28TH

LATEST NOVELTIES FROM THE LEADING MARKETS OF THE WORLD

A very choice selection of models of every description in the newest colorings. Inspection invited.

Child's Washing Summer Frock
in Check Zephyr in Pink, Sky. 22 inches
Price $5.95
Other sizes in stock

Dainty White Voile Frock with Tucked Skirt and Embroidered bodice. Price **$31.50**

White Voile Blouse Trimmed Val Lace with Embroidered front.
Price **$9.50**

Ladies Jumper in Silk Crepe Pink. and Mauve
Coat Style.
Price **$6.50**

Very Useful Hat
Suitable for every day wear in fine Fancy straw trimmed of contrasting shade of Ribbons Blue Cherry Navy Black and Burnt straw
Price **$10.50**

HAND EMBR.
White Voile Blouse Roll Collar.
PRICE
$8.50

Charming Robe in Col. Floral Voile of Navy shade coloring with pretty collar and cuffs.
Price **$26.50**

Navy Serge Costume similar to sketch
Price **75.00**
may others in stock

DAINTY BLOUSE
in
WHITE VOILE
of resure edged Val Lace with Fanels
PRICE
$8.50

Charming hair stripe voile Frock. Plain style Finished at waist with an artistic flower.
Price **$31.50**

Cream Cotton Georgette Robe Embroidered in White beads plain and attractive style. Price **$59.50**

Pretty design in White Voile Blouse
Emb. Front Trimmed Val Lace.
PRICE **$6.50**

A Very Dainty
Little Hat for the Holidays in fine Tagel Straw with fancy edge and Contrasting Ribbon band in Helio Navy and Rose.
Price **$9.50**

MILLINERY
Children's Millinery
in great variety. Trimmed and Untrimmed. A very large selection now in stock

CH ARMING AFTERNOON. FROCK
in Shy Eolienne with round neck. Front of bodice prettily embrd. in silks of Mauve and Pink Colorings
Price **$37.50**

Bridal Veils
A very Choice Selection of these goods now in stock. White or Pink
Price
10.50 12.50 16.50

Floral Voile Robe, in attractive design. Navy and Purple colorings.
Price **$18.50**

Just the thing for Spring wear. Grey Gabardeen Coat Frock Loose Style belted at waist Trimmed with fancy stitching in black.
PRICE
$134.00

A DELIGHTFUL
Afternoon Robe composed of Navy Oriental Silk with wide sash of Plain Navy Silk. Exceedingly Smart.
Price **$75.00**

Morning Shirt in striped Delaines.
Well cut. Good Range of colours in Stock.
Price **$5.75**

White Voile Robe, with Jumper Top Embroidered Collar
PRICE **$ 28.50**

Charming Voile Blouse with square panel collar of fine Val Lace.
PRICE **$8.50**

NANKING AND SZECHUEN ROADS SHANGHAI

The Tragi-Comedy Of The Indemnity

(*Westminster Gazette*)

The great Indemnity problem has its tragic side, but certain features of it are in the realm of pure comedy. The substantial truth about it is known to every intelligent statesman in Europe, but they have all of them—or nearly all of them—talked such nonsense about it for fleeting political purposes that even a modicum of the truth comes to the simple-minded public as a shocking revelation. Worse still, they are all in a position in which, if they show signs of returning sanity, they are open to violent reproaches from those who remain impenitent. Our own Prime Minister shows every sign of taking a sensible and moderate view, but the moment he does so the disastrous speeches of 1918, in which he promised to hold the Germans responsible for every farthing of damage and to "search their pockets" for the means to pay, are immediately thrown in his teeth, both by his enemies over here and by his critics in France. French Ministers are in the same difficulty, only more so. One French Government after another has led the public in France to believe that fabulous sums can by a little firmness be recovered from the Germans, and, what is worse, based its finance upon that assumption. M. Briand personally may have a clean sheet, but his Government has not, for it is a combination formed to satisfy a Chamber which suspected his predecessor of weakness on this very subject, and if he is supposed to have yielded to Mr. Lloyd George's blandishments, he will almost certainly be overthrown within a week. Close behind him stands M. Poincare, who is as determined as Mr. Bottomley in this country that the Germans shall not be let off. So we have the ridiculous spectacle of large numbers of eminent and presumably sane men crying at the top of their voices for the moon and threatening to round upon each other if any one of them modulates his note. And while this performance goes on, European trade is being held up and unemployment grows apace.

Nor is this all, for while they wrangle at one moment about the amount to be paid, they wrangle at the next about the way it is to be paid. It is apparently beginning to dawn upon the stalwarts of the movement that if any large sum is to be paid by the Germans, it has got to be paid in goods, and cannot be paid in any other way. But now they are beginning to say that to receive it in goods will be disastrous to their own industries. Most of the French newspapers and many of our own are beginning to cry out that their industries are being damaged by "cheap German goods," and to demand tariffs to keep them out. So the next stage will be that the very people who are demanding indemnities which can only be paid in goods will be erecting barriers to keep the goods out. They want the pound of flesh but not a drop of blood. Already the complaint goes up that the British coal trade is being destroyed because the French market is being flooded by the coal which is going into it as part of the German indemnity, and murmurs are heard that the depression in shipbuilding is due to the large number of German ships which have been delivered to us as another part of the same process. If the floodgates were really opened, and German goods actually poured into the Allied countries in proportion to the amounts demanded by the popular press, there would next be a roar of protest which would set all the Governments scrambling to find means to keep them out. And quite naturally so, for the process would intrinsically be one of transferring them from a country which could consume them or use them to produce other wealth to countries which could not consume them or turn them to any useful purpose. The thing is fortunately impossible on the scale dreamt of, but if it were possible, it would ruin the economic structure of Europe.

But the comedy of the affair is that it is likely to be violently opposed even on the moderate scale on which it is possible by the very people who are asking for it on the largest scale. They are already objecting because, with the aid of their exchange, the Germans are able to export cheap, and asking for remedies against that disaster. The Prime Minister, with his light-hearted inconsequence, promises to look into it and produce something next Session. But the indemnity which they are asking and he has promised must consist not of cheap goods but of free goods, goods handed free to the Government and placed by them on the British market in competition with British goods. We are told in one quarter that Mr. Lloyd George has an ingenious way out of this dilemma. He is arguing with the French that they must accept his plans for trading with Russia, because that will enable the German manufactured goods paid to the Allies as indemnity to be sold to Russia, and the corn, timber, and flax that the Allies need to be bought with them. We should thus get what we want (at the expense of nobody but the agriculturist), and our industries would be saved from the flood of German manufactured goods. This sounds plausible, but it really won't do, for the Russian markets (which are not very absorbent just now) are at same time being held up as a field for British manufactured goods and a means of relieving British unemployed. If they are to be allotted to the German indemnity, they clearly won't do much for the British unemployed.

An innocent-looking correspondent writes a charming letter on this subject to the Daily Mail from South Wales. "You rightly," he says to our spirited contemporary, "voice the need of making Germany pay. You also draw attention to the fact that making Germany pay in coal is having a disastrous effect on our mining industry. Many business men would be interested to see a list of goods with which Germany could pay the indemnity without at the same time crippling any one of our industries." We hope the Daily Mail will institute a competition among "business men" for the production of this list. No prize that it can offer will be sufficient reward for the business man who discovers a suitable list, commensurate to the minimum indemnity proposed, which will not either, like coal in a neutral market, or like glass, toys, or magnetos in the home market, affect one or other of our home industries. We suggest, meanwhile, that this letter should be sent on at once to the Paris Conference. For when they have found the answer to the puzzle, the eminent persons who are now conferring may for the first time begin to take a sane view both of the amount that they desire to recover and of the way in which they propose to recover it. If they cannot do that, we shall see this tragicomedy drawn out to the ruin of Europe.

Bobbie And His Pa

BY WILLIAM F. KIRK

I dreemd last nite that I had becum stone deef, sed Pa, & cuddent heer a thing. It was a terribul dreem, Pa sed, but part of the dream wasent so bad, beekaus I also dreemed that you had lost the pour of speech, sed Pa to Ma.

You dont tell me, sed Ma. You had quite a nite of it, dident you?

It was a terribul nite, sed Pa. Think what it wud meen to me if I cuddent talk.

I guess a lot of peepul wud feel kind of releeved, sed Ma, & git a nice long rest.

A lot of others wud feel a grate loss, sed Pa. I am sure of that.

We shud count our blessings every day, sed Ma. That is one of the greatest rules for beeing happy in this short life, sed Ma.

I tried that onse, sed Pa, but I started counting & I counted you first & then I kind of choked up, sed Pa, overcaim with bliss, sed Pa.

You deer boy, sed Ma, sumtimes you can say sum of the nicest things. I guess that is one reason why I am so detached to you, sed Ma.

You meen at-tached, sed Pa.

I doant know what I meen. I am so happy at times to think I am yure wife, sed Ma.

Wen you cum to menshun it, sed Pa, I do maik a high grade mate for you, doant I? sed Pa. Kind & loving & handsum & gennerus & prosperus, etc., sed Pa.

All of that, at leest, sed Ma. You are a super-man, sed Ma.

On the squair, sed Pa.

On the squair, sed Ma & I dreemed the other nite, speeking of dreems, sed Ma, that we were going to taik a trip to California.

Well, wife, sed Pa, that dreem is going to cum true. We are going out thare next Winter, sure, sed Pa.

I wunder why we always have good times wen us Republicans is in offis.

Recipes To Use In Lent

MEXICAN EGG

Three eggs, 1 small onion, 1 tablespoonful margarine, 1 quart canned tomatoes, 1 teaspoonful salt, ¼ teaspoonful pepper, ¼ teaspoonful paprika, ¼ teaspoonful soda and 1 teaspoonful flour.

Fry the onion, chopped, in the margarine for five minutes. Add the tomato, salt, pepper and paprika. When hot, add the soda. Five minutes before serving, stir in the eggs well beaten and the flour mixed with just a little cold water. Stir until thickened and serve at once on crackers or toast.

BAKED FINNAN HADDIE

Soak the fish in water for at at least half an hour. Then lay it open in a greased dripping pan. Cover with top milk, using one pint for a large fish; sprinkle one-half cupful of fine bread crumbs over all and bake in a hot oven until a rich brown about twenty minutes. Lift the fish onto a hot platter, pour the sauce around, and sprinkle finely minced paraley over it.

Economical Recipes

MACARONI WITH CHEESE

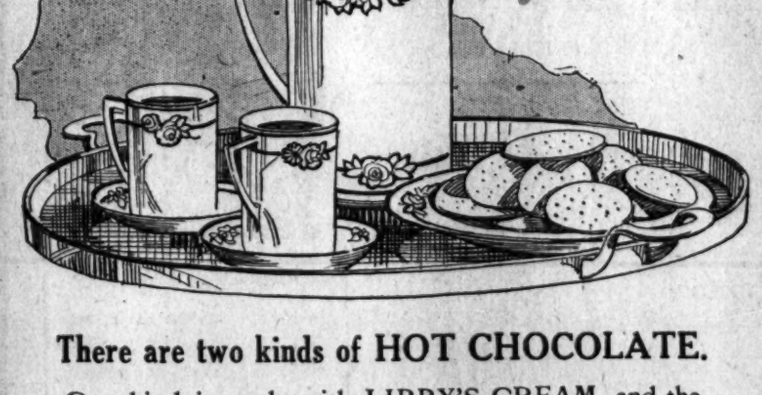
Three cupfuls macaroni broken in inch pieces, 1 cupful grated dry cheese, 1 cupful stale bread-crumbs, ¼ cupful butter, 1 cupful thin cream, 3 teaspoonfuls salt.

Put the macaroni in boiling salted water and cook until soft; drain and pour cold water over it. Cover the bottom of a buttered baking dish thinly with bread crumbs. Add a layer of macaroni, and then one of cheese. Sprinkle with salt and bits of butter. Repeat this until the dish is full, having a layer of crumbs and cheese on top. Pour over all the cream. Bake for one-half hour or until the top is nicely browned. If milk is used instead of cream, add more butter as the materials are placed in the baking-dish. Pepper may also be used, if liked.

CHEESE SPREAD

Five small packages cream cheese, 1 cupful walnut meats, chopped; 1 cupful raisins, 1 cupful cocoanut, 2 tablespoonfuls lemon juice.

Mix this all together with your hand, working it into a little round, flat mold, saving out enough cocoa-nut to roll it in. Use to spread on crackers for a Sunday night "snack" or an evening spread. This makes a large quantity.



There are two kinds of HOT CHOCOLATE.

One kind is made with LIBBY'S CREAM, and the other is—NOT.

Furthermore, there is a vast difference between them. One is better than the other, and it would serve no purpose to tell you what we think. It is what YOU think that really matters.

TRY BOTH

and then tell your friends what you think.

Libby's CREAM

Libby, McNeill & Libby, Chicago

Agents

CONNELL BROS. CO.

SHANGHAI

LADIES!

Spring is here and Summer is on its way.

We have prepared for the present season and the coming season. The silk-worms, the weavers, the dyers, the embroiderers, all have been busy on our behalf, and now we cordially invite you to visit our Store and see the result of their and our efforts.

No matter what your requirements may be in

SILKS

SATINS, PONGEES, CREPES GAUZES, AND HAND-MADE LACES

we can supply them.

You will find, also, that you can buy cheaper than you can at any other place.

MEN! MEN! MEN!

SILK SHIRTS *are all the vogue! Why not buy the material at the Store where you can not only have the biggest selection of patterns and colors, but can secure the cheapest prices as well. Let us send you some patterns.*

LAOU KIU CHWANG

(Founded in 1853)

P 128 Nanking Road

HUSBANDS SET AT HEAVY PREMIUMS BY BALTIC GIRLS

British And American Men Sought By Maidens, Many Of Whom Are Rich

EASY TO GET DIVORCES

After Acquiring New Nationality Brides Generally Quit Legal Mates

BY CAPT. FRANCIS M'CULLAG
(*New York Times*)

Riga, Jan. 20.—"A young Baltic German lady with a large dowry wishes to marry a young Englishman."

Such was the message that reached a friend of mine here, a young ex-officer who is now engaged in business. He made inquires, but having found that the lady wanted the marriage to be merely nominal, and having a fiance awaiting him in Belfast he took no further steps in the matter.

British and American husbands are certainly at a premium in this part of the world, partly because girls who marry them lose a nationality which is only an inconvenience, and acquire one which has more prestige and which frees them from many restrictions. The Baltic German or Baltdeutscher hates to be described as a Lett, and this not only for reasons of sentiment and of racial pride, but also because if he does become a Lett, the Government of Livonia can exercise much control over his movements—make him serve in the army and prevent him from leaving the country, for all these new republics interfere with personal liberty far more than any Czar ever did.

Baltic Germans of the feminine gender are even more restricted in their liberties than their brothers. It is not surprising, therefore, that during the last year there have been several matrimonial alliances between English and American officers (military and Red Cross) on the one side and Baltic damsels on the other.

WEDLOCK ENDS AT FRONTIER

So much for the Baltdeutscher. The desire of the Russian young lady of good birth to get out of Red Russia by marrying an outgoing Englishman is far more acute because her horror of being under the Bolshevik yoke is greater and the restrictions on her personal liberty are much more severe.

When I quitted Red Russia nine months ago all the young Englishmen who left at the same time could have married nice Russian girls, some of whom had considerable fortunes awaiting them in London or Paris banks, but who being Russian subjects, were completely at the mercy of the Soviet. Once married to an Englishman, however, they would have a right to leave the country as British refugees. And if they married according to Soviet law the marriage would not be regarded as binding outside, so that they could part with their husbands once they crossed the frontier. Indeed, the arrangement generally was that the young pair should part in this way.

In one case, however, that came under my observation the Finnish authorities insisted on the pair entering into the marriage contract according to Finnish law and also before the British Consul, and threatened that if this were not done the fair lady would be bundled back into Russia. As the bride and bridegroom were only very slightly acquainted with each other, their dismay on receiving this ultimatum can be imagined, but the young man recovered rapidly from the blow on learning that his companion, a very pretty girl, had an income equivalent to $50,000 a year from French securities, and he is still bearing up manfully—in Paris.

"And so I had to marry the Swede," was the nonchalant remark overheard the other day in a Stockholm hotel. The speaker was a young Russian lady who was sipping tea amid a group of distinguished diplomats (among them several Americans) and their wives. The remark sounded astonishing, incredible, but it simply amounted to this—that in order to get out of Russia as a foreign subject Miss R—ova contracted a nominal marriage with a Swedish diplomat who was leaving, and was thus able to accompany him. The marriage before the commissar in Moscow cost her the equivalent of sixpence and the divorce in Finland cost the equivalent of one shilling and sixpence, so that the double experience was not so expensive as it generally is in England.

BRITISH WOMEN'S PLIGHT

Unfortunately there are, on the other hand, cases of English women who had married Russians and thus lost their British nationality, being prevented on that account from leaving Russia. On one occasion when I was in the "National Commissariat of Foreign Affairs" at Moscow reading for a Commissar some shorthand notes which I wanted to take out with me, an elderly lady who at once struck me as being English quietly entered the office. She was English, as a matter of fact, but had married in 1905 a Russian, of whom in the revolutionary convulsions of the last five years she had lost all trace.

She appealed to be allowed to start for England with the party of refugees of which I was to be a member, on the ground that her husband was probably dead, and the very feebleness of this plea, from a legal point of view, rather helped her than otherwise, for the Commissar laughed at this typically feminine argument and would probably have granted the required permission had not the lady spoiled all by one false step. "Do you know my maiden name?" she asked the Commissar in a mysterious whisper. As the Commissar professed ignorance she bent slightly toward him and uttered with great emphasis the one word "Darling!" The Bolshevik jerked back his head with the suddenness of a man who had had a revolver presented at him, but the lady continued with great energy:

"Darling! Darling! Don't you know Mr. Justice Darling? Ah, you do; Well, I'm a cousin of his. You would never imagine it, would you?"

Unfortunately that Commissar, whose name was Feinberg and who had lived for many years in England, had once been up before Mr. Justice Darling for using seditous language, and the Judge's jokes even more than the stiff punishment he inflicted rankled still in Feinberg's bosom, with the result that Mr. Justice Darling's cousin is still in Red Russia.

COAST CALLED TO FIGHT JAPANESE PROPAGANDA

Chambers Says Money Of Nipponese Pouring In For Campaign

So menacing has become the Japanese propaganda which is being spread throughout the Eastern States and being paid for with hordes of Japanese money from the West, that it has now become imperative for the Pacific Coast to put into the field a combative campaign, according to John S. Chambers, California State Controller, and executive chairman of the Japanese Exclusion League.

Chambers announced the appointment of former Senator A. E. Boynton as San Francisco chairman of the California campaign for an emergency fund of $200,000. This will be used for an educational campaign to counteract the widespread Japanese propaganda being disseminated throughout the United States.

The State of California is solidly organised and will make certain that the California exclusion laws will be supported by national legislation, Chambers declared.

WAGES OVER 700 YEARS

Have Risen From 3½ Cents A Day In 1250 To $5 In 1920.

Says a writer in The New York Times:

Last Summer in a London newspaper William Hardy published a description of the rise in wages in England from "undeniable facts derived from original records covering a period of over 700 years in the history of the building trade in London."

He finds that, with the exception of very short periods, wages have never decreased. Such a slight decrease occurred between 1292 and 1324 following the completion of Westminster Abbey, Westminster Palace and he extensive repairs and alterations at the Tower of London.

He thus gives the pay of laborers, the penny being calculated at two cents:

Year.	Per Day.	Year.	Per Day.
1250	.03½	1650	.28
1300	.05	1700	.40
1350	.06	1750	.40
1400	.06	1800	.58
1450	.08	1850	.72
1500	.08	1914	$1.60
1550	.10	1920	$5.00
1600	.16		

He concludes his article as follows:

"Once again history has repeated itself, and the lesson taught by these investigations is undoubtedly that wages, when they have once risen, never fall. Is it not time, therefore, that we adjusted our accounts to the new standard? It is false optimism to believe that the near future will show us a return to old conditions. Unless we permit foreign dumping, the only true solution is to fix a fair rate of wages in all trades and determine that this shall not be increased. History shows that only by stabilising the controlling factor—wages—is it possible to fix the price of commodities. When any increase has been sanctioned it must be realised that such increase has brought us to another rung in the ladder of wages, of which the lower rungs have been forever destroyed."

Possibly the consideration of these facts may be of significance for us today.

CENTRAL EUROPE FOR GREAT PART SUNK IN MISERY

Austria Hopeless, Hungary And Poland Suffer; Only Czechs Prosper

VIENNA LIKE A DEAD CITY

Poles Rely On Meagre Supplies From Rumania, While Bread Lines Grow

Paris, Feb. 5.—In all upset and suffering central Europe Vienna's misery leaves the most depressing effect imaginable on tourists. This hopeless atmosphere is absolutely contrary to the still strong sentiment of optimistic nationalism which is to be found in Budapest and Warsaw and is widely at variance with the glowing prosperity which seems to dominate all parts of Czecho-Slovakia, according to Americans who have just returned from a month's tour wherein they studied the possibilities of extending the food relief plan.

Vienna is typified by cold hotels, cheerless streets after nightfall and poverty everywhere, but above all by the lack of any confidence in the future of the Austrian nation. Deserted by the big Powers and a victim of speculators of all kinds, the people have actually reached the stage where they would welcome death rather than worry through another year such as the last one.

SITUATION IN BORDER STATE

One observer whose views carry great weight with Herbert Hoover's relief organisation describes the situation in central Europe thus:

"Vienna is a veritable dead city. Its business life has stopped because the people have not enough with which to buy even necessities. Fortunately the Americans have been able to reduce the suffering by using the Austrians' wartime system for relief distribution and the women and children are faring better than they did during the previous winter. Coal and other fuels are almost unknown to the average citizen. Instead men and women of all walks of life are not ashamed to spend an hour in the Wienerwald surrounding the capital cutting brushwood wherewith to heat their homes. Sixty pounds of underbrush are supposed to be a daily ration, but those who are strong enough carry more if allowed to do so.

"The sight is impressive, but saddening—two endless lines of human beings slowly plodding through the snow covered broad boulevard leading to the forest, one line going, the other returning with the daily burden of firewood.

"Only the Bristol Hotel has enough hot water on Saturday nights to allow a few of the guests to bathe. Others, like the majority of the Viennese now, do not worry at all about hygiene.

THEATRES CROWDED

"Much has been said about the Vienna Opera. Yes, it is running and the theaters are crowded nightly, like most of the moving picture houses and coffee houses, mainly because there is more warmth there than in the homes of hotels. But evening dress is rarely to be seen, the audiences being decidedly shabby and showing plainly that the new system of turning old clothing is spreading to what were once the better class residents. There are furs of the most expensive kind in the shop windows which give a false air of prosperity, but this is offset by the taste of Vienna's food, which is no longer prepared with butter as in the palmy days but with the vilest greases. Everything is badly served—in fact the only well kept feature of Vienna life is the street car system but owing to the lack of fuel the cars do not run after 9 o'clock.

"The public is listless and wanders aimlessly about, stopping to listen to street discussions of what Austria's fate is to be but caring little what really happens."

Budapest is also described as suffering economic trials, but according to the informant of The New York Herald correspondent "the people have a new born sense of national greatness and intend to make something of their country. There is sprightliness in their step which is not found in Vienna and the food in hotels and restaurants is better served and better cooked. Budapest wails that if the treaty had been properly drawn up the whole Austrian Empire would have been given to her, and while the petty racial difficulties would have been difficult to overcome it would have meant a great impetus to Hungary's prospects.

"There is a fearful wave of idleness which, if unchecked by persons of understanding, will soon start Hungary on the down grade despite its professed despisal of Austria's fate."

POLAND DESNERTED

Poland now is relying only on the meagre supplies obtainable from Rumania. Meanwhile the Government's bread lines are growing in number and length, while the factories at Cracow, Posen, Lodz and Warsaw are reducing their output 30 percent. The situation will become graver when the Russians begin releasing 4,000 Polish prisoners a week as soon as the Riga treaty becomes effective—and to meet the future all Poland has consists of promises of eternal affection from the whole world, several million dollars' worth of military material bought from the American army and dreams of what might have been if the Allies had not changed their minds about letting Poland regain her historic greatness.

CZECHOSLOVAKIA PROSPERS

"But once inside the boundaries of Czecoslovakia all is changed," the observer conceded. "Instead of idleness and sorrow there is a wonderful spirit of patriotism, optimism and diligence. Factories are working almost at the normal rate. Gardens everywhere are in splendid order and the Czechs are preparing to assume the dominance of Central European affairs, which may even surpass Germany's prewar influence. She is dealing with Americans on American business principles, but she is refusing to break bread with Poland or the erstwhile hostile factors in Central Europe until she is definitely dominating other small nations created as a result of the treaty's self-determination policy."

That she will be able to dictate terms to Poland if the present condition is unaltered and will become a serious factor in the world's commercial affairs seems not to be doubted by any one who has contrasted her present prosperity with her impoverished situation when released two years ago from the Austro-Germanic yoke.

FOR THE SEASON'S

BEST FASHIONS IN FOOTWEAR

VISIT—

THE CHUNG HWA SHOE CO., INC.

Main Show Room
P566 Nanking Road

Branch Store
Y42 N. Szechuen Road

Our New Spring Stock is made from the Latest Models in American Lasts, and consequently we are able to show you the Shoes which are enjoying extraordinary popularity in the States at the present Easter Season.

We Have—
BOOTS
OXFORDS
PUMPS

For—
MEN
WOMEN
CHILDREN

Our Footwear is Smart, Shapely and Reasonably Priced
Hosiery in all Colours for Men and Women at Lowest Prices

LANE, CRAWFORD & COMPANY, LIMITED

FURNISHING DEPT. TEL. C. 960

Simmons' Beds

IN

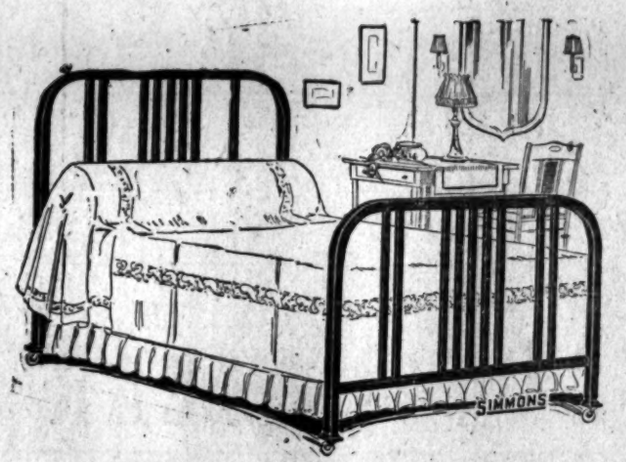
VARIOUS PATTERNS AND SIZES

THE

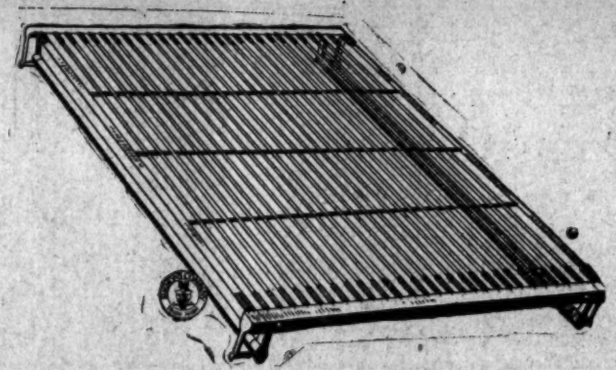
MOST COMFORTABLE BED

ON THE

MARKET



3 feet 6 inches $67.00
5 feet - - - $72.00



3 feet 6 inches $33
5 feet - - - $40

MATTRESSES MADE AND REPAIRED ON THE PREMISES

LARGE STOCK OF

CRETONNES & LACE CURTAINS

PERAMBULATORS
JUST OUT FROM
HOME

Prices from $90 to $200

TAPESTRIES

AND

MUSLINS

AGENTS FOR SUNDOUR FADELESS FABRICS

LANE, CRAWFORD & COMPANY, LIMITED

TELEPHONE C. 960